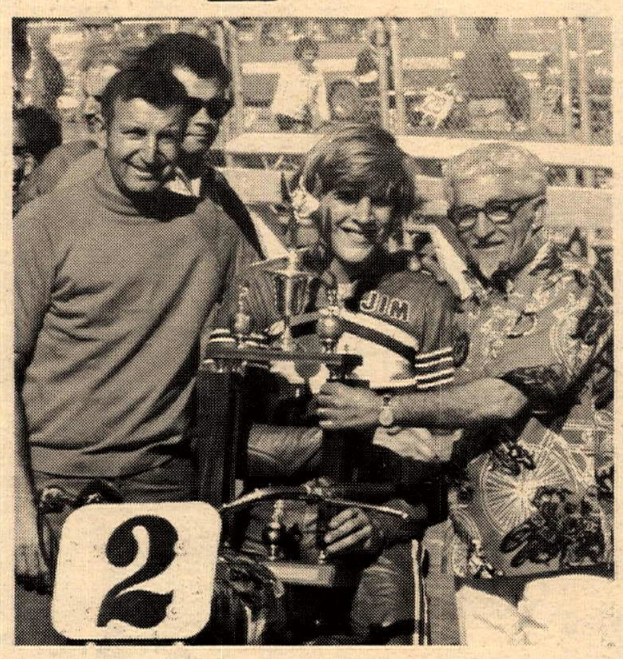
PRICE THIRTY CENTS

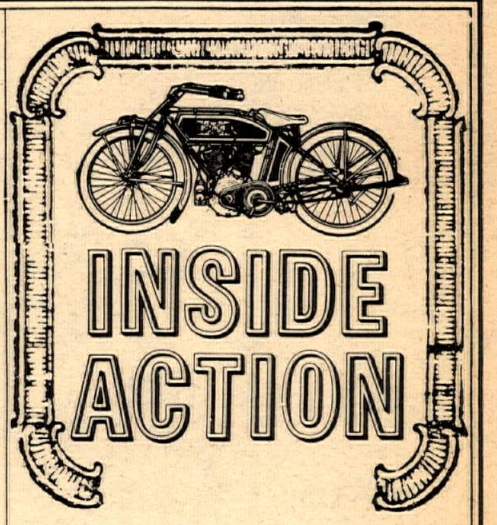
Cycle News

WEST



Photos by: Bill Spencer (top lt.), John Bethea (top rt.) and Dennis Greene.

Three views of the Winner's Circle
...what it's all about.



Desert Bomb

LUCERNE VALLEY, CAL., May 16, 1971 – The Spokebenders M.C.'s Hare & Hound today touched off a series of complaints from many of the top Desert aces and resulted in a petition of protest being signed and delivered to District 37 referee Larry Haley. Inefficient lime marking was one reason for the unhappiness caused and lack of adequate danger markings was another. This second reason caused Tom Poteet to narrowly miss serious injury. The unofficial report is that Bill Saltzman claimed first overall when J.N. Roberts pulled into the pits having missed one check. Report on the events on page 17.

Gatorade GP

Three thousand roadracing fans trucked over to Orange County International Raceway to watch Nortons take the Open classes, Kawasaki dominate the 500's and Yamaha, nearly everything else left. The gorgeous sunshine brought out the AFM regulars and a few surprise guests. Story, plus lots of pictures, is on page 8.

PLUS

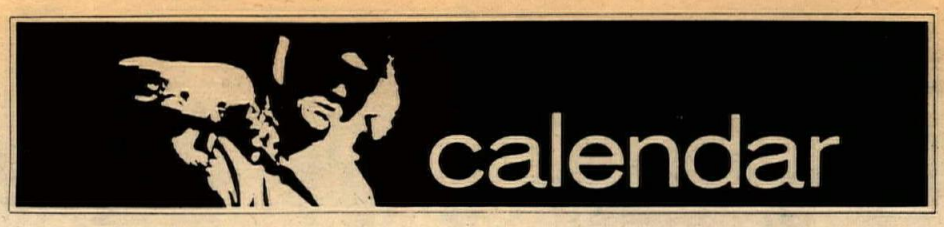
-- Berkshire Trials

-- Junior-Am

CYCLE NEWS
2499 Cerritos Ave.

Newspaper

Long Beach, Ca.
90801 (213) 427-7433



WEDNESDAY, MAY 19

SPEEDWAY, SRA, Kern Co. Fairgrounds, Bakersfield, Ca. 8:30 p.m. Free parking/program. 213/793-1558.

TT/FT, Corona Raceway, Corona, Ca. 7:30 p.m. $2 gate. Take Riverside Fwy to Pierce Exit.

ACA TT/ST, El Toro (Ca.) Speedway, I-5 & El Toro Rd. $5 mail (5/17), $10 post. 7:30 p.m. 714/774-3222.

THURSDAY, MAY 20

CMC MX, Ascot Park, Gardena, Calif. $5 post. Night. 213/323-9710.

TT/FT, Trojan Speedway, South Gate, Calif. Nite. Info: 213/862-0229.

FRIDAY, MAY 21

TT, ST, Ascot Park, Gardena, Ca. Nite. Info: 213/323-9710.

SPEEDWAY, Orange Co. Fairgnds, Costa Mesa, Ca. 8:15 p.m. $2.50 adults, $1.50 (12-16), 50 cents (7-11). 213/793-3927.

SPORTS SCRAMBLES, American Canyon, Vallejo (Ca.) Speedway. 8 p.m. $2 ride/watch. Class "C" 707/644-0741.

PRO TT, Ore. Sidewinders, on Lawnfield Rd. near Clackamas, Ore. 8 p.m. 503/659-1022.

SATURDAY, MAY 22

MINIS, SCMBA, Trojan Speedway, South Gate, Ca. Noon. $3 post, $1 gate. 11 classes. 213/862-0229.

TT, Elsinore Race Track, Elsinore, Calif. 7:30 p.m. Off Hwy 71.

SPORT ST, Valley, Cycleland Spdwy, 14 mi. S. of Chico, Ca. 8:30 p.m. $2 ride/watch. 3 No. plates. 916/342-9302.

ST, m/x & cars, Almeda Speedway, 5 mi. south of Astrodome, Houston, Tex. 7:30 p.m. $2.50 gate. 713/529-3105.

TT SCRAM, Sonoma-Marin Co. (Ca.) Fairgnds. 6:30 p.m. $2 ride/watch. Silencers; "C"; no knobs. 707/763-3944, 763-2911.

SCRAMBLES, Hayward, Hayward (Ca.) Speedway. 7 p.m. $2 ride/watch. Class "C", no knobs. D-36 rules.

TT SCRAMBLES, Sonoma-Marin Frgrnds. Washington & Payran Sts. "C" trac. $2 ride/watch. SILENCER REQUIRED. 1440 Lauren Dr., Petaluma. (707) 763-3944.

MX, CRA. Corona Raceway, Riverside Fwy to Pierce off-ramp. Sileners. $5 post, $1.50 watch. 7900 Landier Lane, Corona. (714) 735-1705.

SAT. & SUN., MAY 22-23

MX, E. Knievel & Oly Beer. Snake R. Cyn., Twin Falls, Ida. Sat. Ams. Sun., Pros, 13 cars for Evel. Post entry only.

CUT OUT & SAVE

ASCOT

6 -- BIG SHOWS -- 6

PASS TWO 50¢ Savings Per Person

Show this ad at the BOX OFFICE

TUES. 8:30 HIGH FLYING DUNE BUGGIES

NOW – WEDS. – 8:30 P.M. NASCAR STOCK CARS

THIS THURS. 8:30 MOTO CROSS CYCLES

FRI. 8:30 HALF MILE NATIONAL STARS CYCLES

CRA SAT. 8:30 SPRINT CARS

SUN. 7:30 CRISS-CROSS STOCK CAR FIGURE 8's!

18400 S. VERMONT • Plenty of Parking 10,000 Seats HARBOR & SAN DIEGO FREEWAYS IN GARDENA

CUT OUT & SAVE

SUNDAY, MAY 23

ACA RR, Riverside (Ca.) Raceway. $8 mail (extra class/bike $1), 106 N. Claudina, Anaheim, Ca., $15 post. $2.50 gate. 10:30 a.m. 714/774-3222.

ACA TT/ST, South Bay Speedway, San Diego, Ca. $5 post (250/Open), $3 post (125). License req. 714/774-3222.

CMC MX, Carlsbad, Ca. $5 mail (5/18), $10 post. 10 a.m. Box 1402, Costa Mesa, Ca. 92626.

CMC CENTRAL MX, Dunlap (Ca.) Cycle Park. 10 a.m. $5 post. Silencers requested. Info: 209/734-6131.

ST, Monterey Bay Rams, Monterey (Ca.) Co. Fairgnds. Noon. $2.50 gate. "C"; D-35 rules. 408/373-3629.

H&H by Antelope Rambers, limed from Wagon Wheel, D-37 pts. $4.25. (213) 341-0428.

TT SCRAM, Lightweights. Perris, Ca. D-37 pts. "C" trac. Ultra & Ltwt, sign 7 am, Hwt. 11. (714) 983-6367, (714) 987-4488.

BENEFIT MX, Corona Raceway, Ca. Mini-MX, $1. $3 post, $2 gate, kids $.50. (714) 688-5484.

MX, Tijuana, Rodriguez Dam. 6 mi. E. of Tijuana on Tecati Hwy. Entry $3, gate 50 cents. Ambulance. 11 am. 714/423-0498.

ST, Monterey Bay Rams. Monterey Cnty. Frgnds, Ca. D-35 pts. Sign 8, race noon. 1005 Via Verde, Monterey, Ca. 93940. (408) 373-3629.

POKER RUN, Road Runners. Sign-in House of Honda, 1810 S. Chester Ave., Bakersfield, Ca. $3.75, SCMA $3.50. (805) 832-2001.

SCRAMBLES, Campbell. Cycle Hills, Uvas Rd. nr. Gilroy. "C" trac. Sign 7:30 am, $2 ride/watch. $$$ for silencer. (408) 241-6443, 251-3331.

SCRAMBLES, Stockton. Lodi Cycle Bowl. $2 ride/watch. Sign 8, race noon. Box 1843, Stockton, Ca. 95201.

MX, Valley Climbers, Ray's Gravel Pit, Pope Cyn. Rd., Pope Valley, Ca. 11 am. $2 ride/watch. Box 2454, Napa, Ca. 94558. 707/255-0215.

MX, Placerville, Hwy 50 to Eldorado Rd., Placerville, Ca. Sign 6 am, race 9. 6637 Richard Ave., Placerville, Ca. 95667.

MX, USMX[illegible] CANCELLED lanto, Ca. on Hwy 395. $1 po[illegible] 213/374-6770.

Ride Silent... Run Wide.

RIDE WITH THE BEST

RIDE CMC EVENTS

motocross AT

May 23rd Carlsbad

May 30th Utah (Memorial Day)

June 6th Osteen Park

June 13th Carlsbad

June 20th Saddleback Park

June 27th Carlsbad

rider gate fee $1.00 at Saddleback

$5 mail entry – $10 post entry. Mail entry closes five days before event. C.M.C. license and 3 number plates required. Gates open 7:30 – sign-up closes 9:00 AM – racing starts 10:00 AM. Mail entries to C.M.C., P.O. Box 1402, Costa Mesa, CA 92626.

ENGLISH TRIAL, PNTA. 18 mi. E. of Pendleton, Ore., on Hwy 80 N to Deadman's Pass. Sign 9 am. Mufflers, helmets. Box 131, Weston, Ore. 97886. 503/566-3526.

EUROPEAN SCRAMBLES, SRA. Limed from Calif. City, Ca. Beginners, nov. only. Sign 6 am, camp. 714/735-4641, 213/370-8234.

MOTOCROSS, Oak Creek Ranch, between Tehachapi & Mojave, Ca. 213/376-4573.

MX, Sidehack Assn., Bay Mare Pk, Somis, Ca. 9:30 a.m. $3 mail (5/19) 1914 Warren, San Fernando, $5 post. D-37 pts. 213/367-7410, 322-5584.

EURO SCRAM, Coachella Valley. Lime: Blythe Jct., Indio, Ca. 9:30 a.m. $3.75 post. Info: 714/328-1556.

MX, A.C.E., Indian Dunes, Valencia, Ca. $500 purse (Sr), 50% brass (Jr.) Info: 805/259-8000.

MX, HRA, 395 Cycle Park, Adelanto, Ca. $2.50 post, $1.50 gate, HRA card ($3) req. 10 a.m. Free camp.

TT, HRA, Huntington Beach (Ca) Cycle Park. 10 a.m. $2.25 post, $1.50 gate, HRA card ($3) req.

OLD TIMERS' RACE at Indian Dunes. Anyone over 40.

WEDNESDAY, MAY 26

SPEEDWAY, Kern Co. Frgnds., Bakersfield, Ca. 8:30 pm. Free parking, program. (213) 793-1558.

ACA ST/TT, El Toro, Ca., Spedwy. I-5 & El Toro Rd. $5 mail (5/24), $10 post. 7:30 pm. (714) 774-3222.

THURSDAY, MAY 27

CMC MX, Ascot Pk., Gardena, Ca. $5 post. Night. (213) 323-9710.

TT/FT, Trojan Spdwy, South Gate, Ca. Night. (213) 862-0229.

ST, TT SCRAMBLES, Arena Pk. Rcwy, Lubbock, Tex. Minis-250. Hi-Plains Racing Assn., 5304 48th, Lubbock, Tex. 79404.

"WORLD OF TWO WHEELS" sponsored by Yamaha and Yamaha dealers. KHJ-TV, Ch. 9, 9:30 pm.

FRIDAY, MAY 28

½-MILE, Ascot Pk., Gardena, Ca. Nite. (213) 323-9710.

SPEEDWAY, Orange Co. Frgnds, Costa Mesa, Ca. 8:15 pm. $2.50 adults, 12-16 yrs. $1.50, kids $.50. (213) 793-3927.

SPORTS SCRAMBLES, American Cyn., Vallejo (Ca.) Speedway. 8 pm. $2 ride/watch. "C" trac. (707) 644-0741.

AM SCRAMBLES, Porterville Spinners Tulare Cnty. Frgnds., Tulare, Ca. Sign 4:30 race 7:30. 203/784-0516. No knobs.

(Continued on page 24)

ACE

Motocross Schedule & up coming events

at

Indian Dunes Park

May 23 – Motocross (on 3 mile course)

May 30-31 – Team Race * ($2000 Purse)

June 6 – Motocross

June 12 – All Junior Day

June 13 – Motocross

*Mail entry this event

ACE
28700 Saugus–Ventura Rd.
P.O. Box 174, Newhall, Cal.
Info (805) 259-8000

regularly scheduled events

ATTENTION PROMOTERS:
For Listing in this column call or write:
CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

1st SUN. OF EVERY MONTH

50 lap TT – Trojan Speedway alternating between 250 & 100/125cc programs. For info. call (213) 923-9132 or 862-0229. 40% of gate to Seniors and trophies to Juniors. Gates open 3 p.m., first race 4:30. L.B. Fwy. at Firestone exit.

EVERY WEDNESDAY

A.C.A. SHORT TRACK & TT at El Toro Speedway (formerly Orange County Speedway) 23001 Valencia, El Toro, Calif., El Toro off-ramp San Diego Freeway. Pre-Entry $5.00. Post-Entry $10.00. Pits open 6:00 p.m., practice 7:00. First race 8:00 p.m. ACA license required. Pit men $2.00 membership. Guaranteed Purse Sr. Classes. Admission $2.50, Jr. (12-16) $1.50. Info: (714) 744-3222

EVERY FRIDAY:

AMA Professional Short Track races. Capitol Speedway, West Sacramento, Calif. Quarter Mile dirt track. Ph. 916-371-7492. Warmups 6:30, races 8 p.m.

1st & 3rd SUNDAY OF EVERY MONTH

Deadman's Point, Apple Valley, Cal. 1st & 3rd Sunday – Motocross – all classes 8 a.m. practice – 10 a.m. start – $2.00 gate entry – $2.00 race entry with membership, $2.50 without membership. Info – (714) 247-7473 (eves.)

EVERY SATURDAY

TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Off Hwy. 71 in Elsinore, Cal.

EVERY THURSDAY CMC NIGHT MOTOCROSS AT ASCOT PARK

$5 post entry – 3 number plates. CMC license required. Pit gates 4:30 PM. First race – 7:30 PM. $400 purse, Experts – trophies, Juniors and Intermediates. General admission $2.95, Junior admission $1.50, Kids admission $.50. Under 8 Free. Entries close 6:30 PM.

2nd & 4th SUN. EVERY MO.

MX races at 395 on Hiwy 395 in Adelanto, Cal. Overnite camping free, bring own wood, signup 8:30-10. $2.50 entry – $1.50 gate – H.R.A. card req. ($3.00). P. O. F.A., Westminster, Cal. 92683 – Concessions –

NOISE: The sound that kills the sight.

American Cycle Association presents

Short Track & TT
May 19–El Toro Speedway

Road Race
May 23–Riverside Raceway

Half Mile & TT
May 23–Southbay Speedway

Short Track & TT
May 26–El Toro Speedway

For further info. see calendar or phone ACA office 10-6 M-F
(714) 774-3ACA

NEW RIDERS, THE FIRST TIME OUT ARE NOT CHARGED POST ENTRY

"We have created a monster...

Maybe ... we can domesticate the beast."

In attempting to answer the questionnaire in your April 27, issue, I realized that you were asking the wrong questions. You ask who is the reader, how deeply is he committed to the sport, what are his tastes in bikes and types of competition, and what does he like to read in your paper. I believe you already know the answers to these questions; if not, you know where to get them without requiring an answer sheet. You know quite well that your paper is printed extension of conversations, bench-racing sessions, weekend rides, races, attitudes and aspirations found in millions throughout the southwest.

That is a bad thing, for it perpetuates the conditions which now exist in California. At least it is bad if not accompanied by an equal measure of warning that all is not right. Cycle News has done a lot lately to play the Cassandra role; if it weren't for you I doubt that M.O.R.E. would exist. Your public service editorials, your pleas imploring attendance at land use hearings, your exhaust silencer tests are all noble efforts. But they are not enough by one-tenth. Nothing less than a full-scale devotion by Cycle News to finding solutions will be adequate. Here is why.

The history of American motorcycling can be studied in minutest detail simply by reviewing what has happened through the years in Southern California. Everything we have done here since about 1950 has been subsequently replayed by a cast of millions throughout the country. I say this not out of chauvinistic pride, but out of a feeling of horror for what may yet occur. Reflect on our problems with the cities, counties, state and BLM; you see the prototype of a nationwide problem certain to develop within a year or two.

The cyclists in my generation are responsible for the explosive increase in technology within the sport. In the 1950's we advanced the development of English street and dirt machinery by our discernment as buyers. We caught scrambling fever in a big way, and the rest of the country followed our lead. We formulated and supported cross-country racing in a big way. In the 1960's we in the southwest purchased more Japanese bikes than the rest of the nation. We communicated our likes and dislikes to these manufacturers by our actions in the marketplace. And the whole world became the beneficiary of our astuteness. We educated our wives and children too. In ten years we rotated the biker image 180 degrees, and started a whole wave of junior bike freaks off in the right direction.

There were some pretty bad mistakes made also. Remember Catalina? After the 1957 races a crowd of people were roistering on the afterdeck of the good ship Avalon. Somebody tied a flag bag to the cable end of a windlass, and winched the bag over the side. Within the next minute 600 yards of cable had reeled off, pulling the windlass, binnacle, and two feet of railing behind it. The Checkers and the Aces were in stitches. (Frank Cooper says he used to pay the Avalon street urchins a penny a can to clean up the town after the races. Who do you suppose paid the steamship company for damages to their vessel?)

Remember Big Bear? By the time I was a good enough rider to make the part where you go up the mountain to Fawnskin, they had deleted that part. I drove a car up the hill in 1958 to watch the survivors finish the race, only to learn a whole lot (in advance) about why we would soon be banned from Big Bear. It wasn't the racers, they were barely touching the ground. It was the bikers, clubbers, groupies, trippers of all varieties. They were methodically trashing anything of value between Lucerne and Fawnskin, as though someone had offered to pay them a penny a cabin.

I mention these incidents for two reasons. First, I would like to think that we are all above that sort of thing these days. And we are, if the behavior of thousands of celebrants at Elsinore is any index. The town wasn't exactly cleaner after the races than before, but it wasn't a total loss by a long shot.

No, I believe that somehow we learned our manners. And we are bringing our children up to learn theirs too. But the vandalism problem could reoccur someday, if we're ever again honored with a Catalina or Big Bear type affair. We must be prepared to stop bad conduct before it occurs.

Secondly, I'm sure that the victims of our past excesses have clear memories of those days. Now who do you suppose those folks are? Well, who lives in Avalon or has a yacht tied up in the Bay? Who owns cabins in Big Bear? Upstanding leading citizens, officials, landowners, stockholders, that's who. People who finance conservation drives, who breed and ride horses, who take a protective stand for this land's heritage and beauty. In a word or two, our opponents.

We must find a way to tell these people that motorcycling is trying to be different now, that attitudes have improved, and that we share their concern for enduring values. To do this we must understand something about our opponents. I am about to characterize a certain type of person, not necessarily rich or famous, who wields a disproportionate degree of influence in the political affairs of our country.

An awful lot of political privilege is being given today to the spokesmen for Ecology. Beneath much of their contention is the idea that we must stop the industrial revolution. Their fear is epitomized by the tendency of everything man-made, from babies to bombs, to proliferate exponentially. It's only a theory, but a fat lot of good that does because it's also plausible. Philosophical liberals have adopted the notion, using it as a general-purpose argument for doing everything their way. Just think, they say, stop making babies and we'll all have enough of everything. Ban engines and we'll have clean air. Ban bombs and we'll have no wars. Ban motorcycles and we'll have virgin forests. (Stop breathing and we'll have no sickness or poverty, and nature will once again be free of the destructive human race.)

If this vignette is offensive to your own political views, let me give one warning word. Liberalism as a philosophy of humanitarian, planned progress has long warred with the political force called liberalism. What finer thing, Issak Walton would say, can there be than a trail bike which would open the woods and forest to the enjoyment of all? What more repulsive thing can there be, says the professional liberal spokesman, than a trail bike fouling the pristine forest air? Liberal ideology, which had until recently become the reedy gasp of old failed philosphers, is now stridently sung in the brand new language of ecology. But the meaning has changed. The goal is no longer 'help us help ourselves'; it is now 'protect us from ourselves'; or (worse) 'protect mother nature from us'! The implications are ominous...

Back to your questionnaire. Had you asked questions that I consider important, here are the answers I would have given.

Yes, your paper is outstanding in general. You have an enthusiastic audience and a clientele of happy advertisers. Yes, you fill a tremendous gap just beautifully, by pleasing racers and fans alike with prompt coverage of competitive events. Yes, with the exception of proofreaders (whom I doubt you even employ), and the staff illiterate scrambling around each week, your crew is top-notch.

No, you are not writing about enough of the right things. At this moment, the right things are (in approximately chronological sequence):

Forming a National Rifleman's Association sort of body, comprising everybody on two wheels;
Hiring 50 or 500 or 5000 lobbyists if necessary;
Naming names regarding the good officials and the bad officials, for reference at election time;
Organizing demonstrations, resistance marches, all those horrid but effective attention-getters:
Assisting the media (who will inevitably cover any demonstration) in interpreting our goals; and, ultimately, articulating our goals as few people can as well as you.

Finally, I believe that the goals of MORE and MIC and of you and me have become somewhat confused. I contend that we have three basic, separable goals to espouse and fight for. You editorialize about each of them quite well, and in such a manner that, each editorial taken apart from the rest, your points get across. The problem is that the shotgun effect of all the issues being aired at once leaves the reader with an overall feeling of helpless panic. Remember, we the readers are maybe the last of the rugged individualists; it's difficult to teach us anything, much less a whole philosophical attitude, much less overnight.

The three basic goals which I contend we must aim for are:

(1) Personal freedoms on the road — parity with other motorists — freedom from restrictive legislation directed at us only. I'm thinking of helmet laws as I write this, but they are not exactly what I mean. I approve of helmet laws and goggle laws personally, but only for the same reason that I approve of all cars having windshields. I believe them to be an extension of the vehicle. More precisely I mean crash-bar laws and seat-belt (!) laws and modular enclosure laws, and all the fignewtons of the bureaucratic mind which will begin appearing after the last automobile has been filled with jello.

(2) Freedom of the public lands, within reason and granting some concessions on our part. I refer here to freedom to ride the trails as do the horsemen and hikers, not freedom to run Elsinore down the middle of Los Padres. Trail riding, like packing a revolver, is one of few freedoms the defense of which is difficult at best; but essential for the preservation of the individual human. I referred earlier to the need for an NRA — type organization. It's essential if we are to get a fiscal base and a political popular front established. So is a group like Ducks Unlimited, to foster the development of new riding areas (Trails Unlimited?). So is a government body at the state level, similar to the Department of Fish and Game, whose purpose would be the preservation and policing of trails. In fact, almost every aspect of the sports of hunting and fishing have counterpart aspects in the sport of trail riding. And the sooner we admit this to ourselves, and submit to the ideas of trail licenses, trail rules, trail seasons, trail preservation and husbandry (just as have hunters and fishermen), the sooner we can formulate policy for ourselves. And wouldn't it be better for us, let's say through Russ Sanford or 50 Russ Sanfords, to draw up regulations and policies for the state governments, than for assemblyman Foran to do it for us?

(3) Freedom to race on private lands, subject only to civil statutes defining order and quiet; and freedom to race on designated public lands existing for the purpose. Bob Bailey was screwed by the Carson City Mothers out of a charming little cycle park. It would have been sandwiched between a foundry, two junk yards, three machine shops and a pet cemetery. Which of those neighbors do you suppose objected to his idea? What the hell difference did it make to Carson? I live about four miles from Carson, and some nights I can't even hear the foundry over the roar from the residential chicken coops. Sure, Bob would have had to rent his patented silencer to all customers, but he could have learned to live with it. The point is that you and Bob know who had their palms out for tribute; who the witnesses for the prosecution were; and who finally turned their thumbs down on his license. Why not tell us, the readers? And tell us and tell us, until at election time we can have our turn too?

We need the ability to get laws and lawmakers jettisoned, until we are finally treated as standard human beings. But until we have the right to kill and maim ourselves on Bob Bailey's property, I doubt that Uncle Ronnie or Uncle Sam will allow us to do it at Red Rock Canyon.

That's the second half of the freedom to race: the freedom to organize events to be run on public lands. (It is essential to read this goal completely apart from that of trail riding, for several obvious reasons — I won't go into that, and anyway you have alluded to the two goals as individual topics often in the past.) It's one thing to convince the government that San Gabriel River Wash, for example, is useless except as a race course. It's a whole 'nuther problem to convince the San Gabriel Valley Racers club that every one of their 'desert' runs must be a 'wash' run in the same wash every time. But if what my old aunt from Peoria says really is true, and California really is just a lot of dismal places all jammed together, maybe we can get the state to declare about 200 different places dismal enough for our use.

Do you see my point? What purpose is served by devoting Cycle News to news about cycles, when doom is so near? I'm afraid you underestimate either the enemy's abilities, or the cycling fraternity's strength. They (the liberals) managed to turn most of the world into a gigantic collectivist funnyfarm. Now their world is getting out of control again, so they are bound to change it some more. That's their philosophy...

We the cycle crazies have created a monster. Maybe if we use a little 'Gung Ho' (which means 'work together' in Chinese — but you editors know all those things) we can domesticate the beast. We need the help of your staff.

GREG WEISSENBERGER
Wilmington, Cal.

THE PUBLISHER ANSWERS...

One of the purposes of our Reader Profile Questionnaire was to pry loose additional comments like you have so generously provided, Greg. I agree that California is the proving ground for many new trends in motorcycling (though not all. U.S. motocross started in New England circa 1958 and enduros, for example, were popular in the east years before they caught on in the west.) Unless California can solve its problems of land use, those problems will multiply nationwide in a very few years.

We'd encourage the formation of some kind of pressure group on the order of NRA. But please realize that the National Rifle Association is subsidized to the tune of several million dollars a year by the U.S. Government, in exchange for training shooters, supposedly for national defense. A National Motorcyclist Association would have to operate without the benefit of government subsidy.

The AMA is actively concerned with achieving the first and 3rd basic goals that you describe. At present the MIC Land Use Committee is seeking answers to the freedom of public lands for casual motorcycle recreation. It is hoped that this concern can be assumed eventually by the state and regional dealer associations, once techniques have been devised. MIC is also concerned with the freedom to race on private land, for the reason you mentioned.

Our problems are not entirely ecological, as you have said. But our dismal reputation as hell-raisers and undesirables have helped the ecological extremists tie the can to our collective tail. Our image is much the same now as the image that the lone horseman held in the public mind about the turn of the century. Seventy years ago, the man on the horse was often a drifter and meant trouble to the more sedentary burghers of the community. Horsemen had to work hard to change this image, and it has taken a long time. Now people only identify horse riders with good things — community parades, leisurely recreation, the "sport of Kings."

We have taken the first steps toward laundering our image by overwhelmingly outnumbering the undesirables in our ranks with nice, average people. Now we have to help the general public identify motorcycles with good things. It will take lots of doing, on the smallest local level as well as at the state and national end. Motorcycle enthusiasts should participate in community projects, drives and activites AS MOTORCYCLISTS, letting it be know that they like bikes and do good besides. How often I have spoken to politicians who don't believe there are so many motorcycle people in his district because he had never met one of us, until a threat to our existence arises, and then there we are!

We've got to make our presence known in a positive way before our enemies move in on us. It's not who you know, but who knows you as a motorcycle enthusiast, that saves our sport's bacon every time an anti-motorcycle question comes before a community. "Gung ho" is the right attitude, all right, but in this case we'd all be better off working together with the non-motorcyclists in our schools, communities, service clubs, political parties, YMCA, churches, charities, et cetera AS MOTORCYCLISTS.

This doesn't have to be a drag. Community service is fun, almost as much fun as motorcycling. It's a gas to blow their minds by talking up motorcycling when they thought they had you pegged as a "normal" human being!

Meanwhile, we'll keep pointing out the pleasure of motorcycle riding, racing, modifying and maintaining. "And that's what it's all about," as the toothpaste commercial says, "isn't it?"

— Charles Clayton

Cycle News

"America's No. 1 weekly motorcycle newspaper. You'll always see it FIRST in Cycle News!"

Member MOTORCYCLE INDUSTRY COUNCIL

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VOICES OF THE WEST

NICELY PUT

Who enjoys the beauty and the freedom of the deserts more than we do; who spends more money and hours on desert recreation than we do; who's children have more rights to the deserts than ours; whose children do THEY want the deserts closed and save for; who's going to kick Gen. Patton off the desert next time he's training his kids in the use of land savin' Sherman Tanks in preparation for another friendly little police action across the seas?

I can see it all now — this summer, on the top of Red Mountain, a World Championship Ping Pong match.

GEORGE GRIFFING
Redlands, Cal.

DON'T WRITE & YOU WON'T RIDE

Attention Riverside County Residents:

On April 30, the Riverside County Parks Advisory Commission met to consider, among other things, the off road vehicle problem. After hearing several workable suggestions, the Commission voted to have a survey of six operational dump sites as possible riding areas and a survey of ecological effects from off road vehicle use.

They then decided that they would not have a meeting this month, so it will be at least two months before they can recommend any action on even these unsatisfactory measures, which means that about 100,000 Riverside County residents cannot pursue their off road vehicle hobby, for at least that period of time.

If you riders from Riverside County want to change the situation, you must make the Board of Supervisors aware of your desires. Personal contact with the individual Supervisors is best, but barring that, personal letters are most effective. Form letters or petitions have little effect. A thousand form letters or a petition with 10,000 names gets almost as much consideration as one brief personal letter. The thinking is that anyone will sign a petition, but if you care enough to sit down and write your own letter, you mean it.

After you write your own letter, take the trouble and effort to talk at least two of your friends into writing theirs and promote the cause with your clubs and dealers. You will show the Supervisors etc. that there is too much interest in off road vehicles for the situation to be ignored any longer. Clubs and dealers will have to do some work on this, the little fellow can't and won't do it all.

Write before June 15, please, no letters from out of Riverside County.

REMEMBERS — IF YOU DON'T WRITE, YOU DON'T RIDE!

Board of Supervisors meets May 17, 1971, 9:00 a.m. at Riverside County Court House, 4050 Main St., Riverside — COME.

HARRY WHALEN
Special Representative
for Land Use District 37 AMA
Culver City, Calif.

Write to: Riverside County Board of Supervisors, 4050 Main St., Riverside, Cal. 92501. DISTRICT 1 North Elsinore Glen Ivy etc. MR. WILLIAM JONES. DISTRICT 2 Rubidoux Pedley, Glen Avon MR. PAUL ANDERSON. DISTRICT 3 Beaumont-Banning, North Riverside, University, Norco, West Corona, Prado, Mira Loma MR. NORMAN DAVIS. DISTRICT 4 Salton Sea, Palm Desert, Mecca, Blythe, Palm Springs, Indio MR. A.A. McCANDLESS (Chairman). DISTRICT 5 Lake Mathews, Hemet, Perris, Goodhope, Pomona, Idylwild, Anza, Sun City MR. NORTON YOUNGLOVE.

STOPPING FRAUD

A new California law is pending which could be important to motorcyclists — both off-road and road cyclists. It's called SB 51 and will protect the individual motorcyclist from repair fraud and help clean up or move out those who reflect badly on most of the reputable motorcycle businesses.

SB 51 is popularly known as the "Auto Repair Fraud Bill." Senator Anthony C. Beilenson introduced it in past years and it has been defeated, it is claimed, by major oil companies and new car dealers. This year it includes protection for the motorcycle repair customer! With our urging, the help of Russ Sanford of MORE and Senator Beilenson, it was amended for motorcycles. NOW IT'S UP TO YOU. We support it, MORE supports it, good and reputable dealers support it, Southern California Automobile Club supports it.

SB 51 will create a new, self-financed, state bureau to license repair dealers, conduct spot inspections of repair shops and investigate complaints from citizens who feel they have been cheated. Shops violating the law will face loss of their licenses and be subject to prosecution for fraud.

Letters to representatives supporting SB 51 are important now. We urge your editorial support of this bill and hope you will advise your readers to write Sacramento. Letters to Russ Sanford of MORE, our motorcycle lobbyist, can also be passed on to legislators.

BILL ROBINSON
Preisdent
Four Owners Assn.

IT WORKS!

In the March 30th article by Cliff Boswell titled "Build Yourself a Hack" — I used my daughter's new SL 125 Honda and proceeded to built a "HACK" which I have named "Town Car". Coos Bay, Ore. is a town of 15,000 people and I don't know of another operating side car here, so we get an awful lot of looks whenever we tour around town.

The over-all length of the car is 51", width is 20", height 28" — outside wheel to wheel 42" — ground clearance 12". I didn't use a camber adjustment, instead I set both bike and side car wheels plumb. I did use the toe in adjustment which works great. I hooked up the side car brake and can use either or both to stop. The two top braces are bolted the same as the article shows. The bottom brace bolts on the outside of the bottom front motor mount.

I can take it on or off in about 5 min. and you can put it on an SL-100 also — the upper frame is 1" sq. tubing, .065 thick. The main frame .125 thickness. I sealed up inside of the frame work with pre-finished white marlite hard board 1/8" thick, the bottom is ½" exterior plywood, wheel and cycle are from Harless Outdoor Store, Coos Bay, Ore. the local Honda dealer. Paint work is by Tom & Gig's of Coos Bay. Stylecraft did the upholstery and used naugahyde for the seat with 3" of sponge rubber over plywood. The whole inside of the car is lined with floor mat material.

I took your idea and installed black walnut top rail which really sets it off. Installed a stainless steel foot rest to finish the inside. I carry 40 pounds of air in the back tire of the cycle and 12 pounds in the car. It's so comfortable and rides so smooth it's hard to make people get out when the ride is over. The total material including paint and upholstery, side panels and steel came to $80.00 — the labor took about three weeks, nights and weekends to complete. We have such a ball with it around town that it was well worth the effort to build it. I have been riding since I was 15 years old, I'm now 42 and have had 42 different cycles.

BILL BAUGHMAN
Coos Bay, Ore.

PERMISSION GRANTED

I thoroughly enjoyed the cartoon on page 4 of your May 11 edition of CYCLE NEWS concerning the hiker and the horseman. I feel that this cartoon has "a lot to it", and so I ask you if I may have the reprinting rights to the cartoon so that I may distribute copies of it to various agencies and possibly reprinting in other newspapers.

I congratulate Reisner, the cartoonist, on the excellent workmanship of this cartoon. I feel that this cartoon and other cartoons of this nature may have a remendous impact on many congressmen in Sacramento.

CRAIG HAMPTON
Edt. of KNIGHTLIFE
Foothill High School

Anything appearing in Cycle News, except copyrighted material, may be reprinted...Ed.

IN NAME ONLY

The only connection between the Huntington Beach Motorcycle Club and Huntington Beach Cycle Park is similarity of name. I hope this will put an end to the many inquries and misguided correspondence that has plagued our club and, I am sure, the management of Huntington Beach Cycle Park.

BRUCE BAYSINGER
Secretary HBMC

EVANS' INJURIES

My son, Pat Evans, will be unable to ride road races for approximately two to three months. He has five broken bones in his left arm and one of these is a compounded break. He nearly lost a finger on his left hand as a result of wearing a ring.

DAVID G. EVANS
Grossmont, Cal.

AFTER US, THE DELUGE

Been sitting here with the wife, discussing this ecology thing. We feel that we are just the first to go and if the Sierra Club (disguised as an ecology group) is successful in outlawing the motorcycle from the dirt, the jeep, dune buggy, hunter, fisherman, camper, horseman and hiker are next. The motorcycle being in a majority, when it is lost, the rest will be easy. Of course laying on the beer drinking, loud, rowdy, fun-loving Hell's Angels image associated with motorcycles, they have a lot going for them. Also the fact that they have us fighting among ourselves is another strike against us.

I grant you that a pot party or sex orgy has a lot going for it, but what else is left for the youth to expel their thing? I wonder if the barren, hostile desert or a rock-strewn dredger pile is more important than a child's opportunity to release pent-up emotions in this day and age. It is a fact that would rather be pushed aside than coped with by society. The reason is, it's easier to keep the motorcycle off the dirt than the dope out of schools.

The criticism that motorcycles rape the land, then wanting them confined to a restricted area brings to mind the kiddy rides on the pony around a circle and what kind of mark this makes in the earth. Every year there is a horse race from Squaw Valley to Auburn that almost destroys the environment and does destroy the trails. If before and after pictures as the answer I would like to have these published. In fact, if the motorcycle didn't come along and pack the trail down, in two years it would look like someone had a placer mine in the area. This may not be so bad though, they're making National Parks out of the placer mines now, because they can't even grow a pine tree on them.

It is obvious the one that will suffer most from stopping the dirt bike will be the organized events. This is the easiest, of course, unless we just tell them to stick it in their ear and run anyway. Let's follow the trend set by the radical students who get their way by flagrant violation of the law and as much violence as necessary. Instead of burning a bank, maybe we could start with the forest.

One parting thought — how much horse manure is washed into our streams and reservoirs to be pumped into the water system and drunk by the populace — I wonder?

SLIM CLINTON
Fair Oaks, Cal.

We know you're joking about burning the forest...Ed.

MORE 'WHERE IS HE?"

In the last issue I received, there was a "Where is he?" letter. The other night I was watching some films of Hopetown 1968, and I saw a rider who could always be counted on in any big event. He used to race desert on his Greeves, and I believe he was No. 2 Lightweight, or at least that at some time. His name is Gary Conrad. Is he still around, and if so, is he still involved with racing and bikes?

RICHARD SEE
6013 Green Glen Way
Sacramento, Cal. 95842

ABOUT THE FORMULA

Your article concerning expansion chambers in February was very interesting and informative. The author mentions that the Jennings and Blair formulae are "published" — I would apprecicate very much either a lead on the Jennings formula or, if you have such information, the formula itself. I would like to construct a number of pipes myself for evaluation on my DT1-B.

M.C. MILLER
Fort Morgan, Colo.

Perhaps you missed it when this information appeared several months ago. Cycle World Books is the only known distributor of Jennings formula in a book "Technical Manual". Since that time, the book has sold out and the publishers have not decided whether or not to reprint...Ed.

m.o.r.e. from the capitol

By Russ Sanford

MORE on Noise

As I prepare this column, I am deeply filled with mixed emotions. Although the majority of California motorcyclists have already recognized that noise from motorcycles is our "A-number -1 worst enemy" and have silenced their motorcycles, there are still a few of you 'die-hards' who haven't seen the light. Undoubtedly, you will be displeased with what I am about to write.

To date this year, there have been 18 Bills introduced before the State Legislature to "eliminate motorcycle noise". Some are fairly reasonable, and some are impossible. As your lobbyist, I have been forced to 'take a position' on this issue. Keep in mind that some of these 18 Bills are going to be passed, whether we like it or not. The general public is too 'up-tight' about our noise problem.

As I see it, we have two possible courses of action: either to protest any form of legislation and settle for what we get, or propose a logical program and campaign for its passage instead of the unworkable programs.

This is a summary of the anti-noise legislation which has been introduced:

AB 2389(McAlister) Establishes project to eliminate all soruces of noise.

AB 2390(McAlister) Allows local agencies and Dept. of Health to develop noise emission standards for all sources of noise.

AB 578(Ryan) Prohibits operation or sale of motor-driven cycles if noise level exceeds 75dbA.

SB 1340(Wedworth) Prohibits alteration of any vehicular equipment, including mufflers and exhaust system.

AB 1003(Russell) Prohibits operation of vehicles with modified exhaust system which amplify sound.

AB 1044(Schabarum) Prohibits sales of motorcycles manufactured after specified dates which exceed noise levels. Gradually decreases motorcycles to 70dba.

AB 1045(Schabarum) Prohibits operation of motorcycles after specified dates with noise in excess of specified levels, gradually decreases to 74dba.

AB 1046(Schabarum) Requires CHP to certify mufflers and prohibits use of non-certified mufflers.

AB 1551(Badham) Prohibits unusual or excessive noise and extends provisions to "motorcycles operated off the highways".

AB 1864(Pierson) Similar to AB1044 but 75dba.

AB 1865(Pierson) Similar to AB1045 but 70dba.

AB 2365(Foran) Prohibits unusual or excessive noise and extends provisions "to all vehicles operated off, as well as on, the highways."

SB 693(Beilenson) Permits local ordinances against motorcycle noise.

SB 694(Beilenson) Reduces noise level to 84dba for motorcycles manufactured after Jan. 1, 1973.

SB 891(Whetmore) Prohibits operation and/or sale of motorcycles exceeding specified noise standards of difficult nature.

SB 1012(Dills) Prohibits unusual or excessive noise and extends provisions "to motorcycles operated off the highways except motorcycles being operated in an organized racing or competitive event conducted by or under the authority of a recognized sanctioning body".

AB 2985(Z'berg) Similar to AB 578 but reduces to 72dba.

SB 1187(Carrell) Requirements unknown at this time. Bill not yet printed.

This will give you some idea of the legislative hodge-podge with which we and our elected representatives are confronted.

The following is the exact wording which I have presented to our legislators, both in terms of explanation and in terms of recommendation:

"It is important to us that you understand that the vast majority of California's two million motorcycling enthusiasts recognize that noise is our worst enemy. Most of us have already effected the restraints necessary to achieve favorable public acceptance through respect for other people's rights. There are, unfortunately, a few persons riding motorcycles who have failed to heed our advice.

It is indeed unfortunate that we must enact legislation to accomplish the restraints which are necessary for the protection and continuance of our form of sport and recreation.

The question that we now face is, which of the proposed legislation should we endorse? But, before that question can be answered, we must comprehend the total problem:

(a) The Vehicle Code applies only to those vehicles which are subject to registration, i.e., operated on streets and highways. The provisions of Section 23130, 27150, and 27160 should be extended to motorcycles which are operated in an off-road capacity, with the exception of sanctioned competitive events on closed courses.

(b) Law enforcement agencies, for various reasons, have grossly failed to enforce the provisions of Sections 23130, 27150, and 27160. As a result of this lack of enforcement, private citizens complain that motorcycles create too much noise and the reaction of our legislators is to lower the noise level limits. This is not the answer! It only places impossible demands on those of us who are attempting to comply with the law. And those who do not attempt to comply, will continue to create the noise until enforcement comes about!

It is our recommendation and request that all proposed legislation be realigned in this manner:

(a) Amend Section 27150 of the Vehicle Code in the manner prescribed by Senator Dills in SB 1012.

(b) Amend Sections 23130 and 27160 of the Vehicle Code to apply to all off-road motorcycles (including motor-driven cycles and mini-bikes). Do not change the noise level limits.

(c) Introduce legislation in the form of a resolution demanding that all law enforcement agencies throughout the state actively engage in the enforcement of Sections 23130, 27150, and 27160.

I am certain that the experts in this field will agree with our position that this is the only practical method of accomplishing your goals for noise reduction."

And there you have it! The MORE position! I only hope that you will agree with me that this is our only logical answer to this problem. Whether you agree or not, I suggest that you write your elected representatives and let them know your personal feelings on this matter.

Please address all comments to M.O.R.E., P.O. Box 26062, Sacramento, Cal., 95826.

Ride Silent... Run Wide.

AJS WINS

Motocross
So. Calif. Sidehack Ass'n.
Bay Mare Park May 9, 1971

250 AM/EX
Dean York – AJS

AJS

AJS WINS

Motocross
Fresno, Calif.
May 2, 1971

250 SR.
Bob Hibner – AJS

High Sierra Motorcycle Club
presents their annual

MAMMOTH MOUNTAIN MOTOCROSS

JUNE 19 & 20

This Year Featuring a $2,400 Purse

Limited entry in all classes. Mail entry opens May 15 and closes June 6. Postmark date determines entry. No early postmarks accepted.

Mail entries to: High Sierra Motorcycle Club
P.O. Box 482
Mammoth Lakes, Ca. 93546

North on 395 – Mammoth Lakes exit, left on 203. Limed from 203 & Old Mammoth Rd.

CLASSES:
June 19: Jr. & Sr. 0–125; Jr. 126–250
June 20: Sr. 126–250; Jr. & Sr. 251–OPEN

Practice: June 18 Friday 1 to 4 pm, June 19 & 20 Sat. & Sun. 7:30 to 8:30 am
Riders meeting at 8:40 both Sat. & Sun. First heat goes off at 9:00 a.m. both days.
No powder puff, girls will ride with the guys.

FACILITIES: Campgrounds within ½ mile, motels within 4 miles. For accommodations Write or Call:

Mammoth Reservation Service
P.O. Box 277
Mammoth Lakes, Ca. 93546
714–934–2522

Food and beverages at track, also more clean restrooms.
Course – loam soil, sand pit, water
Tires – knobbies
Number will be assigned with a return acknowledgement of your entry
Elevation 8,000 ft. be sure to bring JETS
Mandatory Tech Inspection
Ambulances in attendance

PRIZES: Jr. Div. Bigger and Better Trophies
Sr. Div. 250 and Open 1st. $300.00
125 1st. $200.00

Cycle News Trophy for all 1st Place Silencer-equipped riders.

Awards will be made at the completion of each day's racing.

Entry Fee: Jr.–$5.00, Sr.–$10 00 and if any available space, Post–$50.00.
Spectators $1.00 donation, children under 12 free with an adult.

Name _____
Street _____
City _____ State _____
Age _____ Div. (circle one) JR. SR.
Make of Machine _____ cc _____ Class _____
Club _____
Sponsored by _____

Under the rules set forth by the High Sierra Motorcycle Club, I hereby agree to conform to and comply with rules governing this contest, and I further agree to hold blameless the High Sierra Motorcycle Club, their respective officials, servants, agents, lessees, local management, entrants, track owners, property owners, and first aid attendants for any loss or injury to myself or property, in which I may become involved by reason of participation in this event. I do also agree to assume whole responsibility for any personal or property damage which I may initiate and/or incur. My signature on this entry blank, certifies that I have read this form in its entirety and that I agree to all of the above.

Signature of entrant _____

STATEMENT OF NOTARY
(Required for riders under 21)
I _____ being of legal age, do hereby certify that I am the _____ of _____, a minor. I further sayeth that I hereby give my consent for said _____ minor to compete in this High Sierra Motorcycle Club Inc. event, hereby releasing the High Sierra Motorcycle Club property owners, and any other person involved with putting on this event, for any and all liabilities. This statement valid until January 1, 1972
Date this _____ day of _____ 1971

Signature _____

STATE OF CALIFORNIA
COUNTY OF

On _____, before me, the undersigned, a Notary Public in and for said County and State, personally appeared _____, known to me to be the person whose name is subscribed to the within instrument and acknowledged that _____ executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in the certificate first above written.

_____
Notary Public in and for said County and State

MULDER, SCOTT SHARE ASCOT TWIN BILL

Photos by Dan Mahony

GARDENA, CAL., May 14, 1971 — Ascot presented its new double-header Short Track and T.T. program for the first time and it was a winning combination from the opening lap.

The fast moving program now becomes a regular part of the season and will run the first Friday night of each month from now until November.

Gary Scott, by far and away the best Junior rider in the nation in any category, finally got his chance to compete against the Experts in the 250cc short track program. AMA rules stipulate that all classes will ride as one and it give the Novice and Junior riders a chance to show what they can do against the Experts.

Scott moved up consistently toward the main with three wins and held the pole position for the main. The others to make the main were Novices Scott Brelsford, Steve Nichols and Gary Caldwell messed in with Experts Gene Romero, Dave Aldana, Frank Gillespie and Dallas Baker.

Scott, looking for his fourth straight win of the night, shot to the front. Brelsford came on to pass Romero and chase Gary the rest of the way to the finish. Gillespie hung onto third with Nichols and Romero scrapping all the way for fourth. The Novice won out.

TT action opened with a stunner finding rookie Terry Dorsch topping Skip Van Leeuwen, Romero and Mulder in the Expert heat race. Terry led it all the way from start to finish. Mike Haney topped John Hateley and Ralph White in the other Expert warmup.

Scott switched from short track and 250's to the TT and the 650 and won his fifth race of the night in the Junior heats. Ron Moore took the second heat after Rick Newby forgot which was the TT track and which was the short track layout.

Scott looked like a sure winner in the Junior final until the 6th lap when he overshot turn two. Newby, the only rider close to him, jumped into the lead with Scott closing and again trying for the lead. On the eighth lap Scott again overshot the same turn and the margin was enough for Newby to pick up his first TT win and stop Scott's TT win streak at three.

The Expert final was one of the best in years with first a comedy act by "Team-Mexican" Romero and Aldana. Dave took a header on the first lap, coming out of turn three. Romero, who had gotten a bad start off the line, came by, made a u-turn and fell off. Aldana jumped up but was "talked" back down by Gene. Red flag out and a re-start. Both riders recovered in time to make it back to the line.

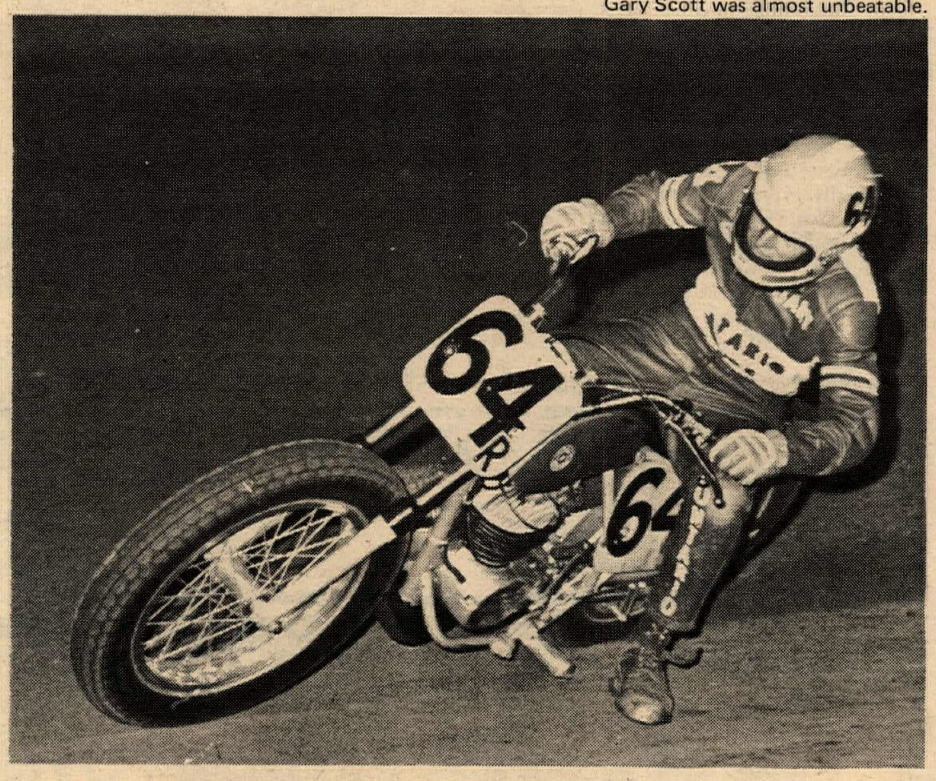
Aldana had been duped. Romero was off the line in front with Dave far back at the end of the first lap. Van Leeuwen broadsided Ralph White and Eddie Mulder was coming from the back like a runaway freight train.

Mulder slipped by Romero for the lead on lap eight and Van Leeuwen spent the final two rounds trying to pass Gene for second but failed. Haney ended up in fourth with Hateley running fifth. Baker and Keith Mashburn are not around at the finish due to mechanical problems.

(Results on page 26)

Terry Dorsch made a surprise win in one TT heat race.

Gary Scott was almost unbeatable.



Baron, Benites Battle Headlines ACA Show

By Richard Steck

CARLSBAD, CAL., May 16, 1971 — Bruce Baron (Rickman) took a dual win in the 125 and 250 Senior classes. Rueben Benites made it a sweep for Rickman team, taking second in the 125 Senior class. Baron and Benites took first and second respectively in the first and second motos. Their only opposition coming from David Boydstun in the third moto.

The combined 250 Intermediate and Senior classes put on spectacular racing. Baron, Benites, (Husky this time), Bob Maynard (Maico), and Morris Malone (AJS) jumped ahead of the pack. Baron led Benites who then seized his engine, letting Maynard take his place. Malone stayed on Maynard's tail the whole way waiting for a mistake that never came.

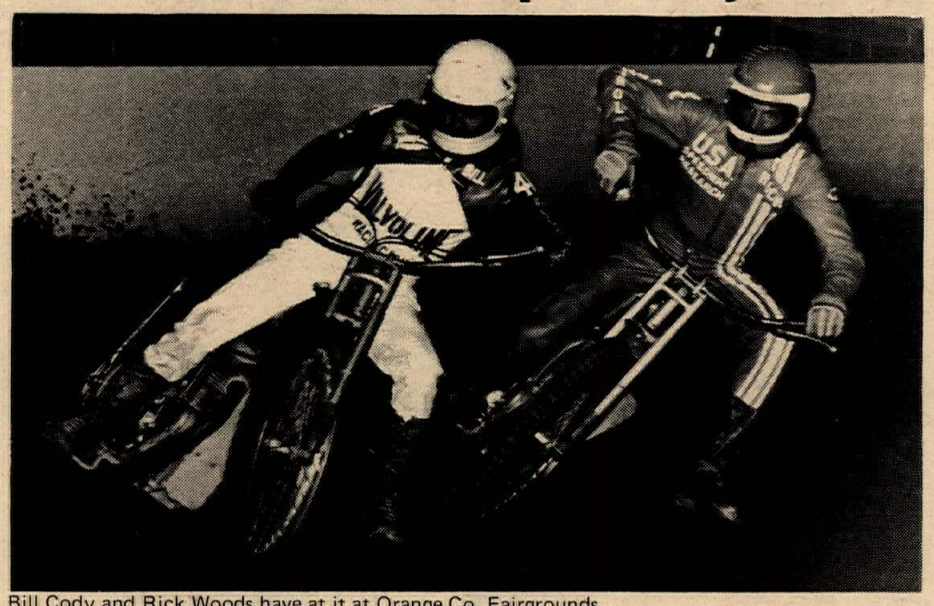
In the third moto, Maynard took the lead with Baron in second, Malone in third. After four laps, Maynard lost a chain and did not finish. A lap later Baron's engine loaded up in a tight turn. This dropped him to fifth at the finish and Malone took the win. Baron was the 250 Senior winner and Malone was the 250 Intermediate winner of the day.

Rick Williams from Yuma, Arizona tried a little California racing and won the 125 Junior class on a Sachs, er, DKW. His long drive was rewarded with a Premier helmet.

(Results on page 28)

125cc Sr. third place finisher Dave Boydstun (25) decides he'd better hop back on his bike before 125 Intermediate winner Bill Jones (22) and fifth 125 Sr. Dick Frampton scoot past.

Haserots Latest Speedway Stars



Bill Cody and Rick Woods have at it at Orange Co. Fairgrounds.

Story and Photos by Dennis Greene

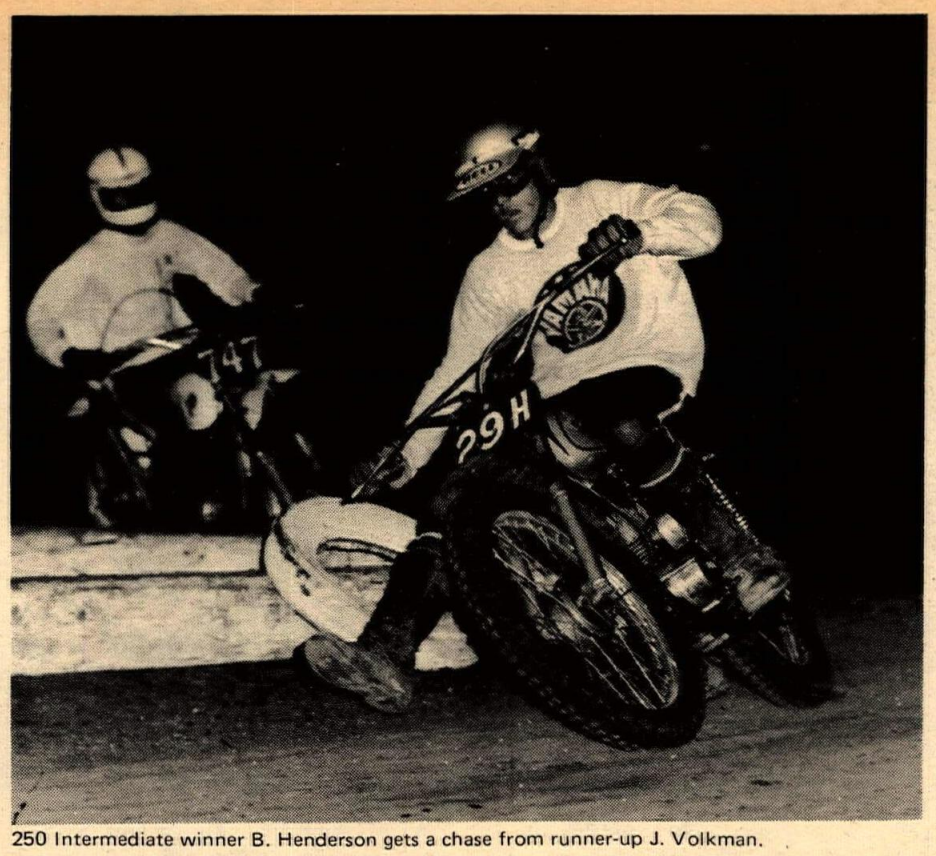
COSTA MESA, CAL., May 14, 1971 — The Feature Match Race is a well-named event. "Wild Bill" Cody and Rick Woods came to the line and put on the race of the night. At turn one there was no space at all between Rick and Bill. They were so tight they looked like a man and his shadow. Cody came out of turn two and pulled ahead, if you can call a three-or four-inch lead "ahead". Into turn three and four Wild Bill still pulls out while Rick bobbles and loses even more ground. Cody went on to get the checkered flag.

There are several "Brothers" racing teams. Greg and Bruce Haserot may not have been the best known of these brothers but, after tonight the fans will know their names well. Younger brother Greg did have the upper hand in the Handicap Consolation event; he held off the challenge of Mike Konle for the win. Bruce had the go spot as well and had to hold off Larry Shaw and Rick Woods in the Handicap Main. Bruce ran all out for the four laps with Shaw and Woods chasing each other.

Sonny Nutter did a fine job earlier in the evening when he laid his bike down to avoid hitting Stu Morley. He was back in the Scratch Consolation along with Stu, Cody, Mike Bast. Nutter showed them the way around.

The big one of the night was the Scratch Main. This event brought the four best of the night together: Steve Bast, Larry Bast, Mike Konle and Rick Woods. Shaw came out of the hole first to lead all the way to the finish. Bast got in just ahead of Konle, and Woods, who had engine failure at the starting line, watched from the field.

(Results on page 26)



250 Intermediate winner B. Henderson gets a chase from runner-up J. Volkman.

HART STOPS DESOTO

Photos by Gary Schmythe

GARDENA, CAL., May 13, 1971 — Tim Hart finally put the damper on John DeSoto's Ascot streak, but Maico has little to fret now that Hart in on Cooper Motors' list. It was a Maico sweep in the 500 class with Hart, DeSoto and Bob Hosford taking the honors.

Rickman mates Bruce Baron and Jeff Wright continued their weekly duel and this week it was Jeff's turn for the win. Mike Garrett geared his Penton to the third spot.

John the Hawaiian always manages to pull in at least one win per night so he made the 250's no sweat. Quick Dannie Hockie pulled into the next position on an Ossa.

(Results on page 26)

Ascot Rider Pat Gosch Succumbs To Injuries

Services were held this weekend for Ascot rider Pat Gosch who died last Monday, May 10, of injuries received while practicing at Ascot Friday evening, April 30.

Gosch crashed very hard on the straightaway at Ascot while riding a borrowed Norton. He carries No. 47J. He was taken to Gardena Memorial Hospital where heroic efforts were made to save his life. He had suffered extensive brain damage and lay in a coma for 10 days before finally succumbing to massive injuries.

Gosch is survived by his wife, Gloria and two children. All are living in his home town of Omaha, Nebraska.

Homeowners Association Seeks Closure of Corona Raceway

By Elaine Jones

Residents across the Freeway from Corona Raceway banded together and were able to persuade the District Attorney of Riverside to issue an injunction against Raceway owners, Felice and Laura Lipari. The injunction forbids night and Sunday racing. As of today, Sunday racing will be allowed but the motorcycles, midgets and super-stocks have been eleiminated.

The District Attorney, Byron Morton, acted on the recommendation of the Riverside County Board of Supervisors. The Homeowners appeared before them Monday morning en masse, protesting loudly, and demanding immediate action which they got.

Tuesday found them before the Riverside City Council where they weren't so successful. The Raceway is located in Corona and the Homeowners live in an unincorporated area of Riverside so there was really nothing the Council could do. At the Council Meeting they were also met with some opposition, because, although they worked fast, the word got out and the camps were pretty much equally divided. John Sotelo was the only Councilman to come to the defense of the track and he has since been attacked and accused of having a closed mind.

The homeowners claim noise is the beef and even though the Liparis have made silencers mandatory and are making arrangements to have accoustical walling installed, they are still dissatisfied.

Judging from the statements made at a homeowners meeting it appears the only thing that will satisfy them is the complete closure of the facility.

Harry Reinard, the man who chaired the meeting, stated "that anything short of the Astrodome would be unacceptable." He received applause.

Other comments: "They cannot exist with just Saturday afternoon racing."

"We are after super-stocks, midgets and motorcycles."

"If they donate their track for mini-bikes only, we might drop everything."

"Too bad it didn't include the Adventist Sabbath. We could have stopped Saturday racing too." This was met with laughter and applause.

Besides the track racing they are planning to oppose the continuance of the Liparis use permit for their Cycle Park. They have not complained about the park but since there are a few residences behind the track, they feel they have to stick together.

This writer has been attacked on the radio because I attended the homeowners meeting; according to them, uninvited. The fact is the flyer they sent around, requested people from the La Sierra area of which I am a resident. It did not state you had to be on their side. I was asked to debate with them which I declined stating I was there as a member of the press and therefore an impartial observer. When told what paper, the response was definitely negative.

Any of you who have raced on the Corona track know how fabulous it is and the same holds true for the park. The Lipari's need our help if they want to hold on and we must write letter to District Attorney Byron Morton, City Hall, Riverside, California. Supervisor Jones, Riverside, California and the Corona City Council voicing our support. Isn't it worth a few minutes to have years of pleasure? If these people can reach their goal it will be the start of shut downs of all our tracks! Get involved!

The Benefit Motocross for slain police officers, Christianson and Teel will still be held at Corona on May 23rd and silencers are mandatory.

Iowa Passes Helmet Law, $100/30—Day Penalty Set

Beginning July 1, 1971, Iowa motorcyclists will be compelled to wear helmets, reports Chet Winters of the AMA quoting from an article appearing in the Fort Dodge Messenger on May 7. The reasons apparently coincide with safety. However, Mike M. Cellers, the state's safety commissioner was not clear as to how safety was involved with his first major act in his new position. Section 321.192 gives him the power "to impose restrictions in issuing drivers licenses whenever there appears good cause." The act sets a fine of $100 and/or 30 days in jail for failure to wear a helmet.

According to Winters, the only area in which failure to wear a helmet comes into the scene is with riders who are struck by flying objects. In this respect, a report from New York states that in 1967, of the 5184 motorcycle accidents in the state, only four were caused by matter entering the rider's eye.

Motorcycle fatilities in Iowa last year totaled only 41, and thus far this year, only seven have occurred.

Winters, as a spokesman for the AMA, believes this action by the state safety commissioner is unconstitutional. He suggests state residents to immediately write or wire their disapproval to Gov. Robert Ray, State Capitol, Des Moines, Iowa.

In other areas: Connecticut's House of Representatives have voted 133 to 20 in favor of repealing that state's current Helmet Law.

MINI RIDER DISMISSED

TORRANCE, CAL., April 28, 1971 — Tom Cosgrove, cited recently for creating a disturbance while riding a mini bike near his motorcycle dealership, had his case dismissed today because the prosecution could not come up with a complaint.

Municipal Judge Thomas Fredericks made the ruling when Los Angeles County Deputy District Attorney Nikola Mikulicich was unable to produce proof that Cosgrove, owner of Pacific Coast Honda, had in fact made a disturbance by creating "noise, dust, or exhaust fumes" as the county ordiance stipulates.

MEMORIAL DAY WEEKEND OFFERS $21,600 IN PURSES

Since the beginning of the year, the AMA's professional racing program has been marked by an increase in purse size. An example of such increases are the purses being offered at four half-mile events in the East over Memorial Day Weekend.

May 28-31, professional motorcycle racers will be competing for a combined purse of $21,600.

The first event, May 28, is a $15,000 night race to be held on the Roosevelt Park half-mile horse track, Long Island, New York. Roosevelt Park is a unique track with a rubber base covered with sand. Although no bikes have raced here before, Larry Palmgren, under the supervision of AMA Professional Racing Director Tom Clark, has tested the track. Both have judged it to be an outstanding and safe track for motorcycles.

Additional information for this race may be obtained through promoter Daon Brymer, Trojan Enterprises, 1540 West 9th Street, Long Beach, California, 90813. Phone 213/435-1013.

The second event, worth $1,200 is Saturday night, May 29, at East Windsor Speedway, Hightstown, New Jersey. It is a tight half-mile specialty course where several East coast riders dominate the racing action. In fact, during the 1969 season Larry Palmgren did not fail to win a heat race, semi, or Expert feature event on this track.

Information may be obtained by contacting Al Wilcox, 22 Vermont Street, Trenton, New Jersey, 08638. Phone 609/394-8645.

On Memorial Day, the racing scene will move to Reading Fairground, Reading, Pennsylvania, for a $3000 half-mile race.

Additional information may be obtained through RSCA, Reading Fairground, Reading, Pa. 19605.

The final event is a $2,400 half-mile race at York Interstate Fairground, York, Pennsylvania. The event is promoted by the York M/C and additional information may be obtained by writing them at 2333 Whiteford Road, York, Pennsylvania, 17402 or phone 717/854-3214.

With no National Championship motorcycle events being sanctioned for the Memorial Day Weekend, it is assured that some of the Nation's top stars from each coast will be in attendance.

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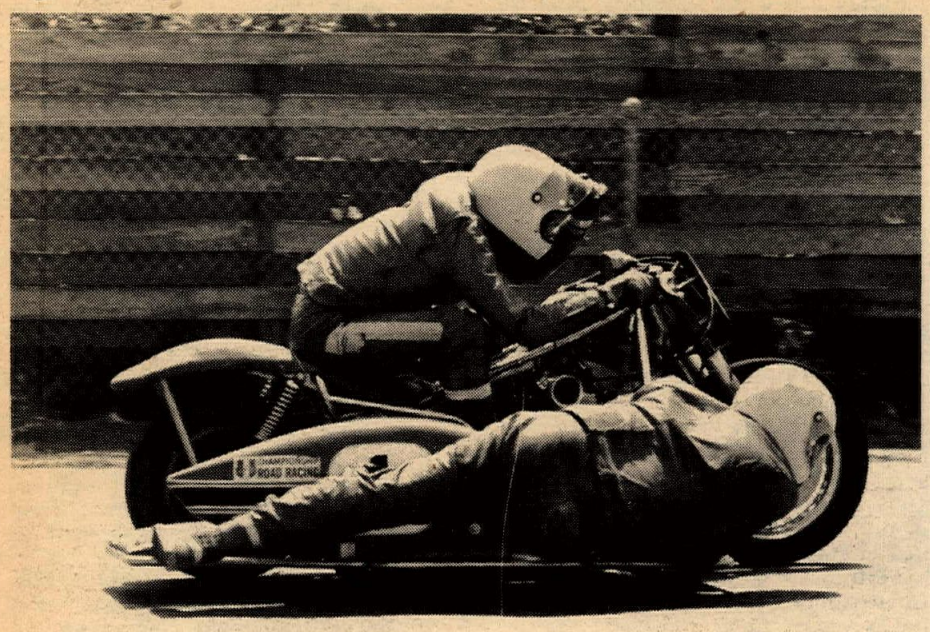
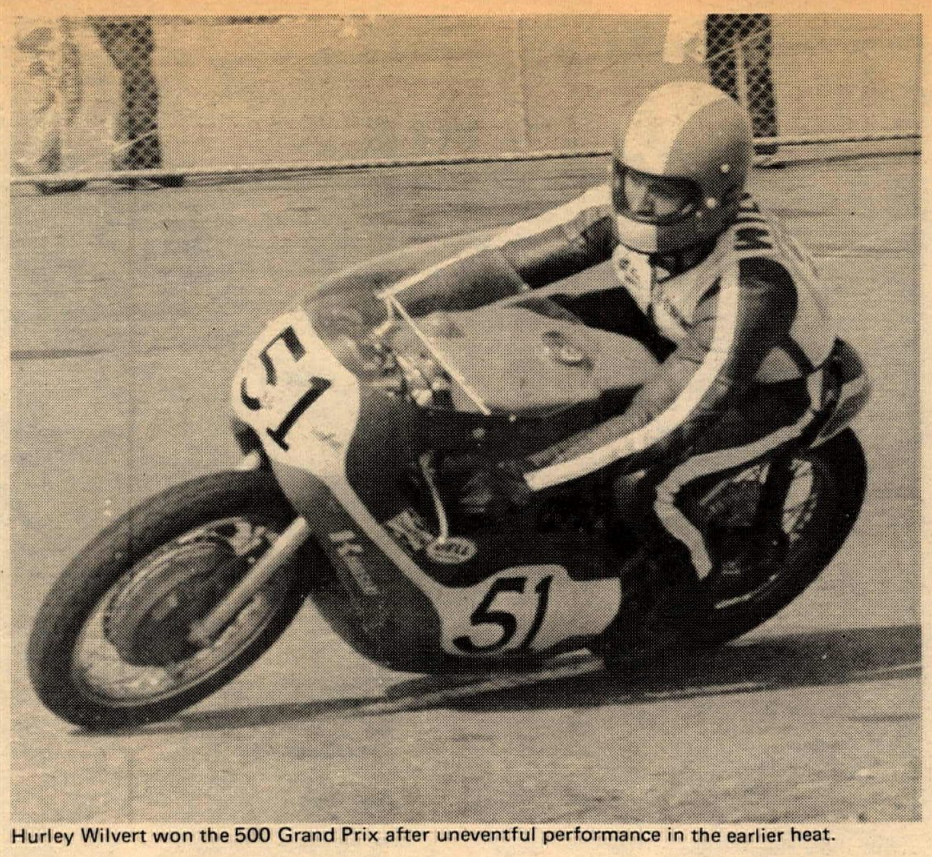


Unbeatable Dean Hummer of Northridge lifts his visor while Rulon Gulbranson takes a quick rest. They won hands down and could probably blow off many two-wheelers, too.



Hurley Wilvert won the 500 Grand Prix after uneventful performance in the earlier heat.

By Dave Swift,

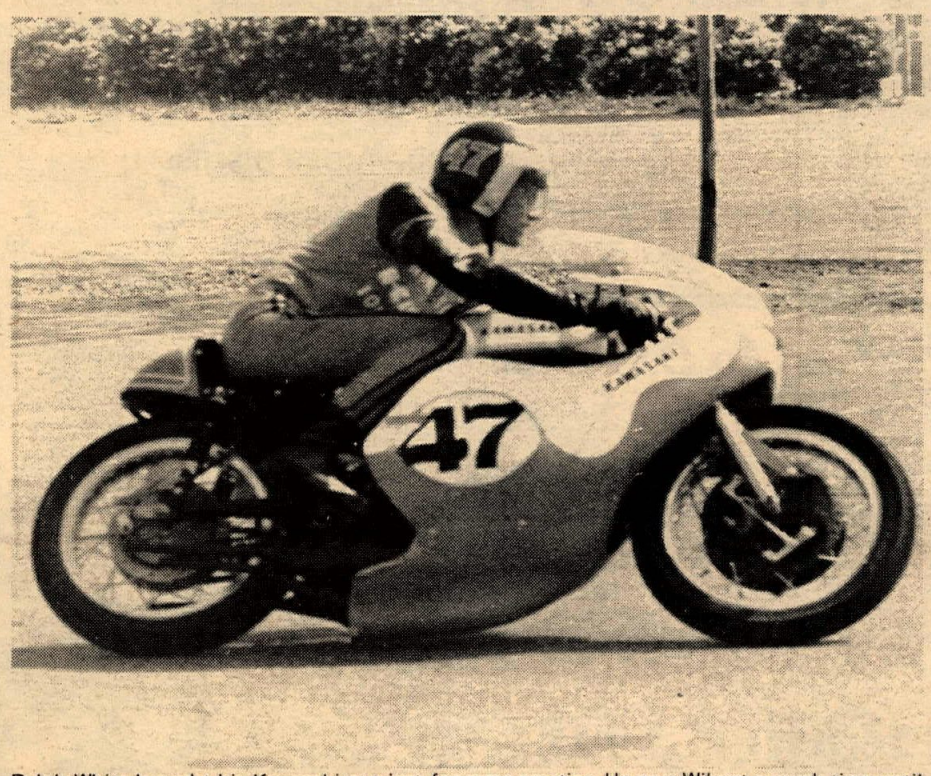
EL TORO, CAL., May 16, 1971 — Norton continued its domination of the AFM Open class today as Reg Pridmore and Jack Simmons cruised home to strong victories at the Gatorade Grand Prix. Hurley Wilvert scored a win for Kawasaki however, as he finished in front of Pridmore in the 500-Open GP.

Wilvert had a poor start in the earlier heat race and began the final 15-lapper on the tenth grid. Pridmore got off the gun with a sizable lead for the first lap until Hurley could get through the traffic. Pridmore led him down the front straight but shut off early. Wilvert drove deep to the inside at speed accelerating, forcing Reg to the outside and into second place. The Norton proved to be the quicker handler in the next series of turns but on the back straight the H1R of Wilvert's out-gassed the Commando.

While these two rubbed fenders, Ralph White, still fresh from that third at Road Atlanta, paid a visit. White snubbed both the same way Wilvert had done it moments before. Pridmore looked fed-up with the whole thing and hung loose. Wilvert kept right on Ralph's stingers waiting for something to go wrong.

It did. On lap eight, White drove towards turn five. At the very moment he started to tuck in, a sickening *chunk-chunk-chunk* sounded and the rear wheel locked. Pulling in the clutch, White coasted his seized bike off the track and into the pits. It was a clear victory for Hurley Wilvert, and, somewhere farther back, Reg Pridmore.

Jack Simmons and Bill Manley made it one-two for the Norton Gang while George Kerker sat in the pits with the top end off of his. Simmons and Manley traded the lead a few times during the 12 laps — probably to watch each other ride — but Jack decided he wanted it.

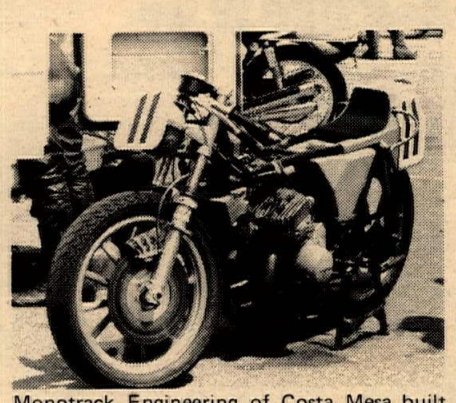


Ralph White brought his Kawasaki out just for some practice. He gave Wilvert a rough time until mechanical problems developed.

Tom Cleghorn leads Steve Froschauer around Turn 10 during the Lightweight GP. Cleghorn DNF'd while Froschauer easily won the 125 class.

Reg Pridmore ran a close third the whole race but couldn't quite close the slight gap Manley taunted him with.

Sidecar ace Dean Hummer has never lost a race he has finished. Hummer and his passenger Rulon Gulbransen put their Harley-Davidson-powered hack into the lead at once and no one could get close. The stout rig performed without a hitch as the team demonstrated the utmost precision on the tricky Orange County International Raceway. Reg and Ernie Pridmore's sidecar has been termed by one official as "the most sophisticated piece of equipment on any track, anywhere." Dean Hummer wasn't driving it, however, so this immaculate piece of engineering art scooped a second.



Monotrack Engineering of Costa Mesa built this stock-framed Mach 3. It features air suspension, improved ignition, magnesium wheels, and a host of other refinements. Dan Hanebrink rode it to second 500 GP and first in a new class, tentatively called "Funny Bikes".

Mike Slaughter is still moving at 40 plus: "I went into the turn feeling fine — not out-of-shape or anything. It just went...." He was unhurt.

In the 350 GP, Howard Lynggard won with the biggest margin of the day. Screaming down the front straight towards turn one, you could hear the buffeting wind over the scream of his Yamaha as he raised up to brake. At the end of the 30-mile race John Weed had moved his Yamaha from sixth to second, barely nipping George Roche in the waning moments.

Representatives from an unnamed Southern California city were on hand sipping free Gatorade and checking out the vibes. The reason for their visit was to determine the feasibility of throwing a Grand Prix in their own neighborhood. Ironically, today was the day that an inordinate number of riders crashed. The ambulance had to be called three times in one race alone but at the end of the day only one rider was taken for x-rays and released.

(Results on page 28)

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On The Berkshire Trail

By Charles Clayton
Photos by C. Clayton and Jack Mercer

CUMMINGTON, MASS., May 15-16, 1971 — For all its apparent population density, New England has some of the finest motorcycle trails in the world. Every year since 1965 the Berkshire two-day Trials takes some 400 riders over 360 miles of woods, roads, powerline cuts and two-lane blacktop in the heart of the Berkshire Mountains of Western Massachusetts.

The limited entry means that several hundred would-be riders are turned away. But that has to be, for organizer Al Eames, an enduro enthusiast of the first water and resident of the area, believes that to start any more would permanently damage the trials because of overuse. As it is, nature restores the Berkshire course in a couple of months; but for awhile you can tell that 800 knobbies have gnawed it.

I rode a 35-mile stretch of the course on Friday before the run along with co-organizer Bob Hicks and a contingent of reporter-types. The terrain, Bob explained, was typical of the Berkshire Trials; a bit more scenic than most. It was fun to ride at our leisurely pace. The trail was fresh and crossed beaver ponds, leaped up rocky mountain draws, shaked through tight scrub growth and plunged down a steep powerline switchback. It was my first experience riding the New England trails I'd heard so much about — and I loved it.

"We don't think you have to make an enduro a body-breaker to make it a good one," Hicks explained, pausing to staple up new arrow where one had been removed by an over-zealous citizen. "Toward the end it gets psychological. They're ridden 300 miles and they want to rest. The course comes to a road and the guy thinks 'Oh boy', only the arrows go right on across and up another climb. It's demoralizing."

Not only is the Berkshire the prestige U.S. enduro, it is a qualifier for the International Six-Days Trials. Even though New England is dis-associated from the AMA, Worthington agreed to count the Berkshire results "in the interest of the sport." A wise decision on the AMA's part. So some of the names you find in the results may be representing the U.S. on the Isle of Man in September.

The factory teams were on hand to vie for the giant Manufacturer's Trophy as well as the gold, silver and bronze-plated medals fro individuals. Harley-Davidson's intrepid Baja team from the West Coast came a little unprepared for the New England woods and had a hard time of it. Both Dave Ekins and Preston Petty broke rings on the first day and had to drop out. Dean Goldsmith got lost on the trail but Bob Steffan managed to collect a bronze. All this spelled out glory for the Penton family. Other sompeting teams included Bultaco, Ossa, Greeves, Dalesman, Hodaka and Husky, as well as several dealers.

In the 125 class, Tom Penton gained top honors and relation Jeff took second. Paul LaForge halted the Penton domination with a third but B. Moran came back for fourth on another Penton.

Lars Larsson maneuvered his Husky to a first in the 250 class with R. Fielding (Yam), Tom Canning (Bul) and Don Cutler (Oss) finishing out the top four.

The Open class's top four all rode Huskies and the pack was led by J. Lahto. Gunnar Lindstrom took second with Ron Bohn next and then John Penton.

Rain early Sunday forced several areas of the course to be run on paralleling roads.

The Berkshire is a 6-Days in miniature, complete with noise and special tests, overnight impound, street legal bikes and a tight, 24 mph pace. It's not enough to be a very good rider. One must have a well-prepared bike, be able to fix it fast when it breaks and be psychologically prepared to go the distance. When he sees his name on one of those prize medals, a man knows he's got to be among the best.

Bobby Ewing is reported to have been the first Californian ever to finish the Berkshire Trials.

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Cycle News North

San Jose to Rice-- Again

By Bill Spencer

SAN JOSE, CAL., May 16, 1971 – Jim Rice extended his lease holding on this ½-mile facility today with another fantastic win to stretch the count to five.

Rice (BSA) had his work cut out for him, though, as Cal Rayborn, (H-D) was the first man into the corner of the 15-lap affair on a rather new looking XR-750 with Rice and Dick Mann (BSA) close behind.

On the third go-around Mann went by Jim on the second turn and exiting turn four Mann got Rayborn. The 3000 spectators were pleased at these preceedings and were not seated from this point.

Disappointingly, on the next lap, Mann's rear chain came undone and he was relegated to the pits leaving Rice in full charge. All this time, rookie Al Kenyon (BSA) and Mark Brelsford (H-D) were having a fearsome duel for 4th with Al getting Mark in the corners only to lose on the straight.

This ended shortly with Kenyon gassing it up and getting by Cal.

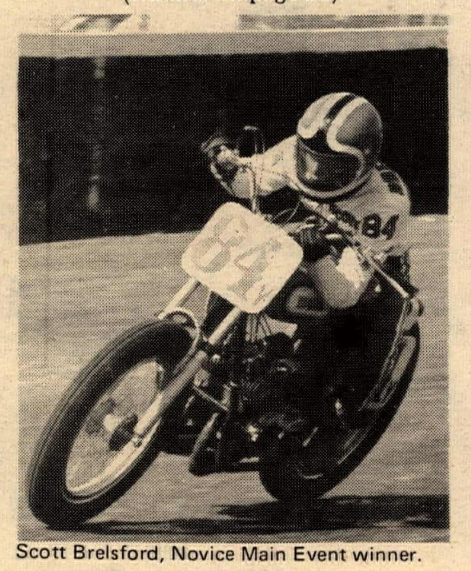
The halfway mark had passed and Rice was way out in front, so the first year Expert was happy with second.

National No. One, Gene Romero (Tri) was giving Al a run on the last two laps but to no avail. Burrito's Triumph performed well all day and the Grand National Champion worked hard for his third. Rayborn held for fourth with Brelsford fifth.

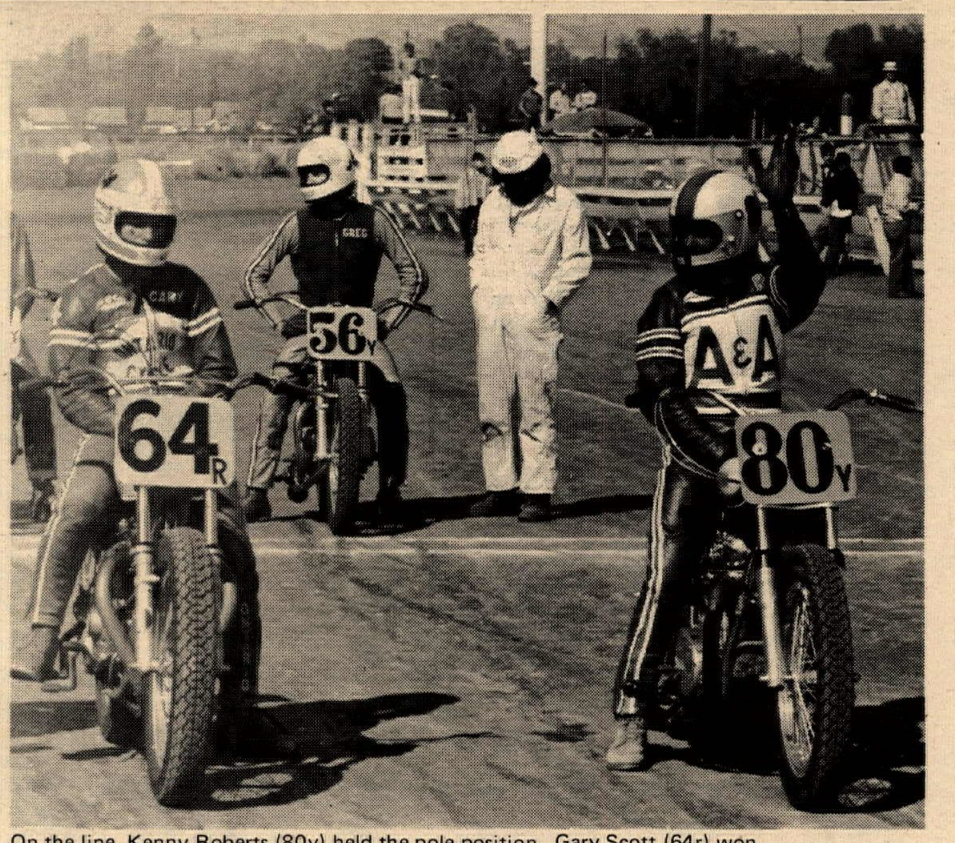
The Junior Main sized up as a battle of Scott and Roberts, until the flag dropped. Roberts was on the pole with Scott right next to him. But, from A-Z it was Scott with Roberts second and Carroll Johnson third.

Scott Brelsford worked his way to the front of the Novice Main to give the A&A Team a good win. Scott had to come from fourth to pass Tom Gordon and Ivan Shigemasa.

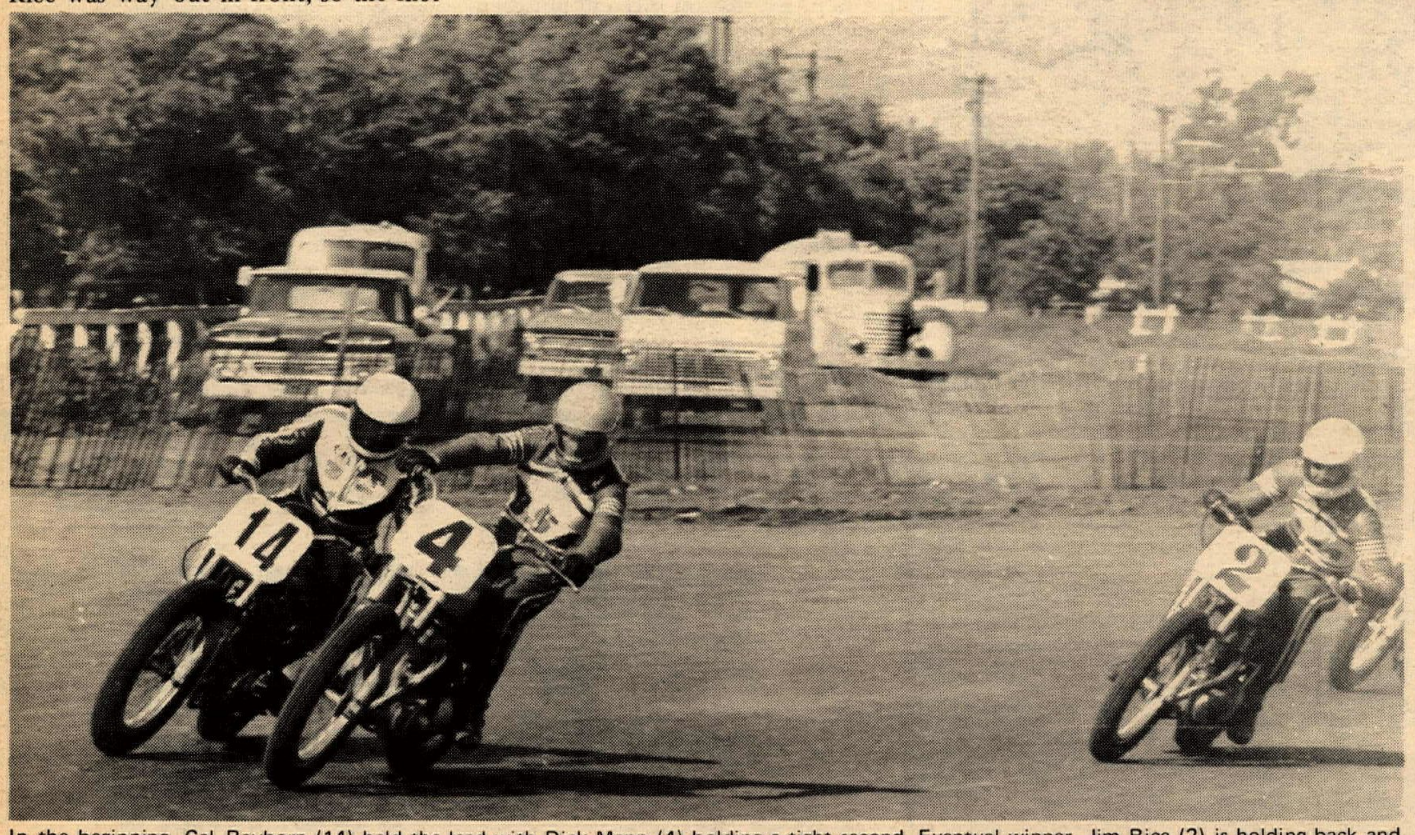
(Results on page 26)



Scott Brelsford, Novice Main Event winner.



On the line, Kenny Roberts (80y) held the pole position. Gary Scott (64r) won.



In the beginning, Cal Rayborn (14) held the lead with Dick Mann (4) holding a tight second. Eventual winner, Jim Rice (2) is holding back and waiting for his chance.

NEW AMA NOVICE-JUNIOR PROGRAM

To stimulate certain areas of its professional racing program, the AMA has established a new type of program for Novice and Junior riders only. The program may be adopted by promoters in an area where the highly-skilled Expert class racers are not in abundance.

A Novice and Junior combined meet can be run wherein the minimum guaranteed prize money shall be $600.00. These meets are designated as "Two Star" events in AMA Professional Rule Book terminology. Each additional star indicates an additional $300.00 in prize money.

Several promoters are experimenting with the Novice-Junior program this season. Their events are as follows:

May 15, Short Track	Montgomery, Ala.
May 29, Short Track	Glen Este, Ohio
une 12, Short Track	Glen Este, Ohio
June 17, TT	Delta, Ohio
July 5, TT	Cedarville, Ohio
July 10, Short Track	Glen Este, Ohio
July 17, TT	Delta, Ohio
July 23, Race Meet	Urbana, Ill.
July 24, Short Track	Glen Este, Ohio
July 31, TT	Delta, Ohio
August 1, TT	Linnville, Ohio
August 7, Short Track	Glen Este, Ohio
August 14, TT	Delta, Ohio
August 21, Short Track	Glen Este, Ohio
August 28, TT	Delta, Ohio
September 4, Short Track	Glen Este, Ohio

RED ARROW ENDURO: SNOW & GO

By Ron Schneiders

TUOLUMNE, CAL., May 16, 1971 – The Sonora M.C. staged its annual Red Arrow Enduro this Sunday, but it's hard to tell whether the riders or the club had the more difficult time. The club is running into the same sort of hassles that are plaguing many California clubs, namely securing enough good land to stage a run. Their winter enduro was cancelled by the Forest Service because in their opinion it was "too wet" although the club felt that it was just about right.

When it came time for this enduro, the club jumped right back in and planned a real "toughie." The first blow came with a set of Forest Service restrictions that kept them off of the trails and on fire roads for most of the run. The second was that the land belonging to the Pickering Lumber Company, which they had always used in the past was suddenly unavailable because of insurance problems.

Riders who called the club were told of the difficulties they were having but it didn't seem to matter to them. The enduro was sold out practically before it was announced. It's getting so that you have to have an uncle in the post office and a brother in the sponsoring club to get an entry in a run these days. The Forest Service's limit on entries isn't helping, either.

When we got camping area, an absolutely beautiful camp just a few miles from Tuolumne, we found yet another Forest Service bit. No riding in the camp. Push your bike in and out. Not a bad idea, really, but it should have come from the club. The weight of the Forest "Service" was beginning to be oppressive.

Every area has its own ideas about how an enduro should be run and as far as I can see, no two of them are alike. One of the differences is the amount of information supplied at the start. It seems to be almost aa tradition that you will not find out anything about a run beforehand in Northern California events. Southern Californians are used

(Please turn to pg. 11)

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RENO, NEV., May 1, 1971 — Ken Wood (right), Sacramento, Calif., captured the Nevada Short Track Championship by only one point over Tim Bell, Sun Valley, Nev. as the winter-spring series ended today. Bell, who led from the start of the season in the overall point race, finished fourth in his final appearance while Wood picked up 400 points, one more than enough for the victory. The final tally was 2,795 to 2,794.

ENDURO

(Continued from page 10)

to receiving a sheet of paper when they enter the camp area telling them the length of the run, the schedule speeds, the color of the markings, sometimes even the kind of speedometer used for measuring mileage. In Northern California it seems that the schedule is always 24 mph unless its been hailing brimstone and you're hub deep in fire, so it's not necessary to make any special mention of it.

When I asked a group of Sonora Club members how long the run ways, I expected to get the normally evasive answer but I was surprised. All three answered very cheerfully. "70 miles," said the first. "85 miles," said the second. "105 miles," said the third. "Oh," said I, "Thanks." Actually, it doesn't make any difference since everyone else knows as little as you do. It's just different.

The run began with fireroads and fast trails and only one tough little section. There you had your choice: down in a steep-walled gully with an uncertain exit or up on top where the only problem seemed to be a low hanging branch. Turned out there was a dropoff on the other sie of the very low hanging branch and getting a bike under without going over the edge was a real problem. And naturally, getting out of the gully was easy.

Holding a 24-mph schedule is not easy, even on rutted fireroads and fairly easy trails. You have to push continuously if you are not to fall slowly but inexorably behind. It doesn't take much to make it impossible for the average and beginning riders to fall permanently behind. About 25 miles into the Sonora run, we started running into patches of snow. At first it was only small patches, 50 or 100 feet long, with a greasy rut running down the middle and very wet mud on either side. Gradually the snow got deeper as we steadily climbed higher and higher.

Before long the snow was so deep that the bike's tires could no longer chew their way through to solid earth. Then it began to be a game of "Find some un-rutted section for the bike to get some traction." Naturally, with 500 bikes going through, there wasn't much snow left. If you got into one of the ruts made by bikes before you, you could plan on being there awhile. The bike just sort of settled right down to the cases, and then, as motion stopped, it just froze in place, like it was set in concrete. Even a light bike became quite heavy under those circumstances and heavy bikes threatened to become permanent parts of the landscape. The usual case wound up with 3 or 4 exhausted riders pooling efforts, slipping and sliding, falling, and being drenched by wet slush as they attempted to force the bike up the trail.

Most of the way the ground, hence the snow, had been fairly level, but just before the end there was a long uphill. Quite a few riders, remembering what it had taken to go on the level, just gave up at the sight of the hill, but it wasn't all that bad. Just a lot of work.

Once over the top of the hill there was still snow, but it got to be kind of fun because it was downhill. You pointed your front wheel into a rut and just turned it on, using your feet for skis on either side. Whee! A few times the ruts were really deep so your ski-feet were up about level with the gas tank and you assumed the same attitude as a chopper pilot. Control in that position is virtually nonexistant but it didn't make too much difference because the bike couldn't fall over. It did get a bit interesting when you unexpectedly hit fallen, buried logs, though...

At the gas check, about 50 miles out, they told us there was no more snow, which was a bit of relief. What followed was some very, very fast riding on trails and fireroads because by this time everybody was late and trying to make up time. We hit the deepest water crossing of the day (about up to the axles) and the longest downhill ever. Just a few miles before the end we turned onto a narrow trail which was laced with low overhanging branches and blessed with a very loose surface of sand and rock. It was steep enough that riding it would have been a challenge if it were clear, but with the branches at chest height it was impossible to ride. Feet down, brakes locked, hands killing you, down, down, down, forever. It was the longest, continaully steep downhill that I've ever been down. My guess is that we dropped 2,000 feet vertically.

Technically, the run was well done. Distances compared well with mine and the times were right on. The marking was done by a master of economy. There was an arrow every place where one was required, but not one was wasted. Any guy with an anxiety neurosis was in trouble because there weren't any markings to speak of except on turns. You could go quite a ways without seeing an arrow but just about the time you decided to turn around there was another red arrow. Very well done, but sparse. No one that I spoke to got lost or had any trouble finding the course.

Everyone seemed to enjoy the run, which means that they found it challenging and interesting. But the snow saved it. If the snow had melted it would have been a disaster. And it would have been a disaster that could have been laid at the feet of the Forest Service, not the sponsoring Sonora M.C. You can't put on an enduro worth riding if you're restricted to dirt roads. It seems to me that the Sonora Club is to be highly commended for making the very best possible of a poor situation, and possibly even more, for not "blowing their cool." They are carrying on continuing negotiations with both the Forest Service and the Pickering Lumber Company in the hopes of being able to put on good runs in the future without having to rely on the vagaries of snow, although the vagaries of snow might be easier to live with than the vagaries of insurance companies and lumber companies and the ponderous U.S. Forest Service. The Sonora Club had good luck and a good run this time. Let's wish them more of the same.

Schwendener Shuts Out Pro MX Shoes

By Mike Starr

MEDFORD, ORE., Motocross Park, May 2, 1971 — Sixteen-year-old John Schwendener, from Ashland, Ore., showed the "pro" motocrossers from California how to win a race and walked home with the lion's share ($90) of the $270 purse.

Carl Cranke, Larry Batistoni, Chuck Bullwinkle and Chris Carter were all impressive but the only pro who shook the local troops was 15-year-old Bill Grossi on his 125 Sachs (oops DKW).

Grossi annihilated the local Seniors in the 125 class. Then, still aboard his 125 DKW proceeded to blow the doors off the likes of CZ mounted Cranke and Maico rider Carter in the pro series. Bill rode like a man (boy) possessed and nearly won the second pro heat. Had Schwendener's 400 Maico faltered once or the slighted slip occurred Grossi would have cleaned the slate. Bill Oliver and Keith Nerseth from Eugene, Ore. also rode hard and placed high in the pro class.

With the exception of Grossi the California pros received ample notice that Oregon hot shoes like to win very, very much. Perhaps next year the "Big Boys" will be prepared to push just a little harder and give the locals some competition.

The pro race wasn't the only exciting moment of the day. Seven regular classes were also run off at the Southern Oregon Motocross Championships. All of the classes were filled with riders shooting for season high point trophies in addition to the regular brass.

Also several riders picked up a $20 bill for finishing in the top three in class with a silencer on the end of their loud pipe.

The championships were the last race of the season at Medford Motocross Park, and officials of the Motorcycle Rider's Association are already planning improvements to be made before action resumes next October.

SEASON HIGH POINT TROPHY WINNERS: KIDS—100cc: Terry Holmgren; 125 JR: Gordon Brown; 250 JR.: Russell Briggs; OPEN JR.: Bob LaFontaine; 125 SR.: Charles Layton; 250 SR.: Keith Nerseth and OPEN SR.: John Schwendener.

Am's Tackle RebuiltTrack

By N. A. Williams

CLACKAMAS, ORE., May 8, 1971 — This was the first time that the Amateur riders were on the rebuilt track.

There were several spills, some even in practice, as the 130 riders tried to find the groove around the new track.

Allan Mundt (Kaw) was running in third place in the 250cc Trophy Dash when he went down hard and had to be put in the ambulance. They said his leg or ankle might be broken but Allan said it was feeling better, even before he was removed from the track.

It was getting very late and the track has a curfew hour, so they ran only the A & B Mains in each class. They hope to get started earlier next time, and get all the events run.

(Results on page 26)

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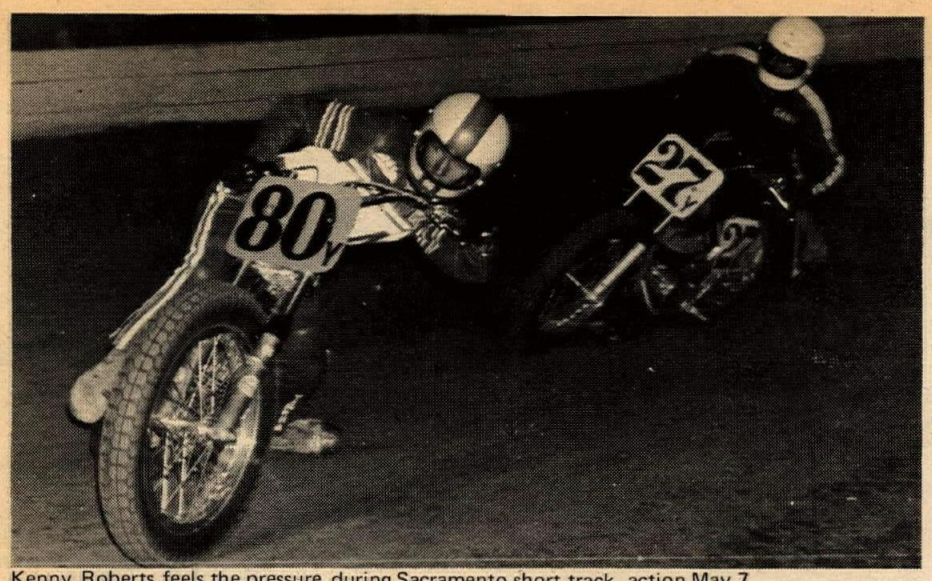

Kenny Roberts feels the pressure during Sacramento short track action May 7.

Rain Halts Sacto ST Main Event

By Bill Spencer

SACRAMENTO, CAL., May 7, 1971 – A steady drizzle held down the 15-lap main event in what might have been the finest short track ever seen in the area. With all the top riders back from the circuit and many going dry from the rain-out at Cumberland, the competition was fierce.

On the pole for what was to be the ill-fated main were A&A's duo of Ken Roberts and Jim Odom on Yamahas. Roberts with the fast semi and Odom just nipping out Al Kenyon for the other. Next to Odom was Gary Lozano, a new Novice that does very well here and outside of him was rookie Expert Al Kenyon. Rounding out the front row were point leader Bob Scally and BSA rider Jim Rice.

The back row consisted of Dick Mann, Dave Hansen, Carlo Lucia, Jeff Hammond, Terry Sage and Russ Powell. All riders for the main took a few slow laps and conferred with Referee Masterson and the decision to stop was given.

In the semi's, number one was easy for Roberts with a good charge off the line and fast laps while Lozano held his own in second. Scally held off the hard charge by BSA'er Mann for third and in doing so made himself look very shiny. It was a fine ride.

Semi 2 was hard fought by Kenyon and Odom with Al getting beat out from underneat at the end. Rice and Hansen held off the two-strokes with beautiful rides on their 250 four bangers.

Roberts won the first heat and set fast time for the heats and beat out Rice and Lucia, who barely held off Powell.

Scally was a very impressive winner in the second heat holding off Odom and Lozano. He has never looked as good as he has in the past few weeks. A great accomplishment for a seasoned veteran as he is.

Kenyon had it all his own way in the third heat riding his Sonny Kenyon racer with ease over Mann and Hansen.

The fourth heat, a non-paying one consisting of those that didn't get paid in the heat had Novice Ron Landice come up the winner with Steve Pestoni second.

Most of the riders will be back next week and in the words of Ken Roberts, "I hope I get to run a main here one of these days."

(Results on page 26)

Eagles' Scrambles Brass Bash

By Loretta Davidson

LA GRANGE, CAL., May 9, 1971 – If you want a good chance to take home some brass, the Westside Eagles M.C. sponsored scrambles is the place to go; 146 riders today took home 57 trophies. Fourteen of these were high point trophies for the series. Also, Ray Hook (owner of Addzip Additives, Escalon) gave the winners of each Junior Main Event a case of Blendzall Racing Castor.

Some of the best riders around belong to the Import Cycle Racing Team of Keyes, Calif. These fellows took home no less than 17 trophies in today's events.

The 100 Novice Main was hotly contested all the way with Rod Halstead showing his dust to Steve De Vault and David Nelson who stayed real close waiting for the mistake that never came. Don Shipley was pushed all the way by Mark Asbill and Jimmy Wright, who didn't like it, but had to settle for second and third. These guys are full of the competitive spirit.

Joel Krick had the 125 Novice Main his own way with the battle going on behind him. Henry Leslie, David Duarte and Ted Davidson (the only 100) diced for several laps before Henry settled the matter by taking second.

Randy Lackey held first for five laps before the hard charging Jeff Davidson slipped under to take over and win the 125 Expert Main.

Ron Kole, Jack Copp and John Reed seemed to have everything worked out as they came out of the hole and held these positions throughout the race in the 200 Novice Main.

The 250 Novice Main, the biggest of the day, appeared to be one of fun and games. Dudley Lenhart had first all the way. The next three positions changed several times with Paul Kildal, Steve Andrade and Allen Sagouspe laughing every time they crossed the line. These fellows enjoy every minute on the track.

Krick was brass hungry today as he also won the 250 Junior Main. Jim Osgood wanted second and rode only to fall in the fourth lap, getting up to work his way back up to take over second the last lap.

Neil MacDannald won the 250 Expert Main with Ray Huff and Jeff Davidson winning second and third. Mark Muscio did a beautiful job only to miss two tires and be penalized two positions.

Jim Dunnagan was never challenged in the 500 Novice Main.

First place in the 500 Jr. Main changed several times between Duane Bowling and Robert Young only to have Robert's bike quit on the sixth lap, leaving it wide open for Larry Dunnagan to take second.

Roy Winters took first in the Open Expert on his bucking B.S.A. and Ray Huff took second on the charging Bultaco to put on a great show for the crowd of 1000 spectators.

(Results on page 26)

Cunningham Double Win

RENO, NEV., May 8, 1971 – Three local short track champions made the transition into the TT Scrambles ranks without a hitch tonight at the Washoe County Fairgrounds Arena, but it was a Fallon, Nev., rider who was the star of the first outdoor races of the year.

John Cunningham racked up the only double of the night with winning performances in both the 250cc Expert and 360cc Open division features.

Veteran short track riders Homer Hybarger and Dave Brant, both of Sparks, Nev., won their main events at first asking in the 200cc and Open Junior divisions respectively, while Tim Bell of Sun Valley captured the 100cc Junior finale.

All the action was held on the new 1/16th-mile kidney-shape track which also included a jump on the backstretch.

Other main event winners were Steve Ganz, 100cc Novice; Gary Cheek, 125cc Novice; Bill Lamber, 200cc Novice; Butch Renovich, 250cc Novice; Lonnie Murphy, 250cc Junior; and Pat Gourley, 360cc Novice Open.

More than 100 riders from Nevada and California were on hand for the inaugural event presented by Al Lockett.

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Gennai Tops Black Platers

By Dick Sorensen

VALLEJO, CAL., May 7, 1971 – When you have more than 400 riders signing up for an evening of TT racing, you can expect to be around for awhile, and that we were. Especially after an hour and a half delay from practice time to the beginning of the first heat. Apparently the new AMA sign-up forms (used for the first time here) were the delay, but the officials felt the new forms were smaller and better to handle. Now, that everyone is familiar with them, the weekly Friday night sign-ups should go much smoother and quicker in the future.

With the newly installed rubber band for starting strung up, the 100 Novices drew for their starting position and then lined up on the rehabitated, smooth, fast track and the program for the evening began with three laps heats and five lap mains. More than 1,000 spectators were ready for the thrills of watching sportsman TT racing at its best, in this natural terrained arena.

In the 125 Expert Main Rick Hocking (Bul) had no problem with a first place, but Larry Drew (Bul) and J. Davidson (Yam) had a nose to nose battle for second with the Yamaha winning out. Perhaps Larry's new Bultaco will be faster next week, now that it's broken-in.

The 250 "B" Main proved interesting (because of time limitations, semis were not run), when Steve Whitney (Bultaco) had to work himself up from the middle of the pack to a hard earned third. Steve is one of the not-to-be-novice-very-long riders, if he keeps going like he has been.

The 250 Experts really showed the crowd how it's done, with No. 3 Black plater John Gennai (Bul) taking the lead and holding it for the win. Jim Foley (Yam) of Lafayette got a bad start but worked himself up to second, but no chance of catching Gennai who had a big lead. It looked like every black plate in the District turned up at this event, which made for some very, very good heat and main events.

In the 500 Expert Main, Jim Foley wasn't about to have a repeat of the 250 race, and didn't. For the second week in a row he won the 500 Expert Main and showed the boys why he wears the No. 1 plate.

The 650 Expert Main was canceled, after a start when three riders went down and one was sent to the hospital with an apparent fractured leg, with the ambulance gone and it being 12:30 a.m. the officials called it a night. The American Canyon M.C.'s organization was evident; once the racing started it continued without delays or confusion.

(Results on page 26)

Promoter Offers Cash for Silence

By N. A. Williams

ST. HELENS, ORE., May 1, 1971 – St. Helens Speedway official Keith Forsythe announced that $10 would be awarded to any winner of an A Main that rode a muffled machine. Forsythe said that he wants to encourage riders to use them now before the track is forced to adopt the policy of requiring them. He would like to see all machines voluntarily silenced by the end of the season.

For more information, races or otherwise, call (503) 397-2929.

Hillclimb Draws 109

By Marjorie Rank

YAKIMA, WASH., May 2, 1971 – The skies were full of sunshine and a lot of willing riders were there to enjoy it and the hill. There was a large turnout of riders, the largest ever for the Family Fun Wheelers M/C hillclimbs. There were 109 riders and about 100 spectators. The hill, with no help from mother nature, was quite dusty, but it didn't dim the spirits of the riders who came here to conquer the hill. The riders came from all parts of Washington.

Jerry Rank of Zillah, Wash.; mounted on a DKW, was the youngest rider (13 yrs.) and won the 14 and under class, and also received 6th place in the 250cc class, riding a Maico. Bob Stumpf, of Richland, Wash.; on a Bultaco (250cc) and Jim Cummerfelt, of Bothell, Wash.; on a (650cc) Triumph, won their classes. Just four riders, Bob Stumpf, and Bob Woodworth – both on 250cc Bultacos, and Jim Cummerfelt and Ray Jump, on BSAs mastered the top of the hill.

(Results on page 26)

SIMMONS-MANLEY DOLLARS DUEL

Jack Simmons has taken a lead of ten points over Bill Manley for the Norton Villiers $500 Contingency Award. The award will be given to the Norton rider with the most points in Production class road racing in the American Federation of Motorcyclists.

John Gennai winning the 250cc Expert final Friday night in a sportsman's TT scrambles at Vallejo Speedway where five of the top six black plate numbers in District 36 were entered. Photo by James Brammer.

Foley Clicks with Two Wins

By James Brammer

VALLEJO, CAL., April 30, 1971 – There were no challengers to Jim Foley's lead in the Sportsman's TT scrambles at the Vallejo Speedway Friday night. Bill Budde and Mike Renslow closely contested second place in the 250cc Expert final with Renslow passing Budde. Riding Yamahas in both the 250cc and 500cc classes, Foley had a casual ride leading wire to wire.

A frightful high speed accident in the first turn of a 650cc heat race placed five riders on their backs after bouncing off a crash wall. Bud Smith and Phil Ray left in an ambulance. The announcer, Chuck Fleming, received a report at the track that they were not seriously injured – no fractures or internal injuries.

This, the opening night of what may be a long series of Friday night races, drew 330 entries. Some came from as far north as Eureka and many from the southern regions of Santa Cruz and San Jose.

(Results on page 26)

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JIM FOLEY FIRST AT CYCLE HILLS SCRAMBLES

By Bill Spencer

MORGAN HILL, CAL., May 2, 1971 – Despite an intermittent shower rolling through the Santa Cruz Mts. and keeping the spectators away, the second Los Gatos M.C. Scrambles was another thriller with slightly over 200 riders signing up. The big race of the weekend was to be the Archie Clark Memorial at Lodi, Calif., but the rains dampened the spirit and the track and required some fast telephoning to Cycle Hills to keep sign-up open long enough for the nearly three hour drive back to the Bay area.

National scrambles champ Jim Foley was the easy winner in the fast and furious 250 Expert Main, coming off the back row to work through a hole in the line and drag race the crew to the first turn. John Gennai was next to him in the back row and held down the second spot for the distance with Steve Foster working his way through the pack for third.

Current point leader Mike Renslow was eliminated in the heat when he went wide at the bottom of the course and slipped out. His antics while leading were great for the spectator but certainly didn't help him in his quest for the District Number One plate. At the intermission, he was seen doing a rain dance that worked for a few minutes but then the sun came back out and the track was in good shape.

San Jose's Nick Nazzisi brought home the brass for the Sonny Kenyon Racing Team with a wire to wire win in the 250 Jr. Main. Randy Miller, a fellow Kenyon racer, held second for three laps and kept the pack in check but couldn't hold it and wound up third.

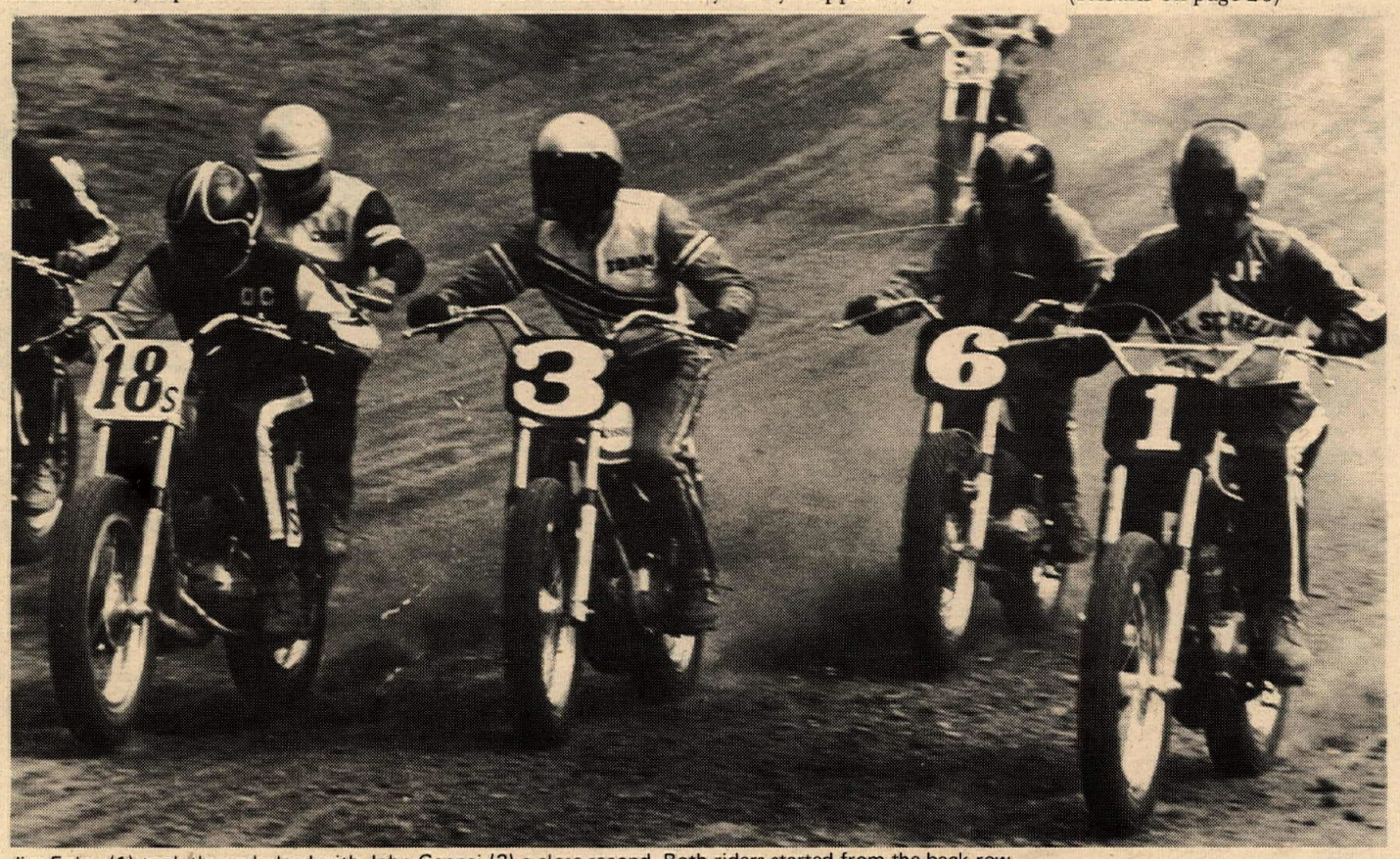
A stray dog kept Ron Landice from maintaining his domination of the 250 Novice class. With an easy lead set up he was about to start lapping the field when a stray dog ran across the track. Landice struck the animal and miraculously kept the bike under control but lost the lead and the win to Scott Williams. Williams was second at the last run here and the two are now tied for the point lead in the 250 division with Foley.

Vic Sloane played a waiting game for the start of the 500 Expert run and made it pay off with a win. Too many jump starts kept the starter busy and when the flag finally flew, Sloane and his Selby Montesa were on their way. Ivan Shigemasa held second for most of the affair but Larry Frey slipped by near the end and challenged Sloane but to no avail.

Henry Sanchez sported a new number in the 650 Junior Main and went on to an easy win over Roy Geddie and cousin Paul Sanchez.

Bill Landsborough jetted into the lead for the 650 feature event and thoroughly devastated the rest of the pack. Bob Boaz and Steve Hernandez fought it out for second with Boaz getting the honors.

(Results on page 26)



Jim Foley (1) took the early lead with John Gennai (3) a close second. Both riders started from the back row.

Joyner Takes Pro TT

By N. A. Williams

CLACKAMAS, ORE., May 7, 1971 – A total of 81 riders (25 of them were Experts) timed in for tonight's races and to make their try for part of the $2000 purse.

Fast time and a new track record was set by Roger Stanley (Tri) at 14.94. This put him on the pole in the trophy dash, which he finished in fourth place. He finished third in his heat and sixth in his semi, but this was not good enough to make the main event.

In the Expert Main Chuck Joyner (Tri) got off to a good start and held the lead all the way.

Jimmie Smith was right behind Joyner early in the race, but Joyner started to pull away from Smith's Triumph by the last three laps, putting more and more distance between the two.

The Junior Main saw Randy Scott caught in the pack for awhile but when he got a chance to move his Triumph out, he started putting ground on the rest of the riders.

Norton mounted Al Perella tried hard to catch Randy but couldn't stay with him. Al finished second with Chuck Voss (Tri) and Don McShane (Tri) right behind him for third and fourth positions.

The Novice Main went almost as last week's; Steve Baker and Fred Siegel, both Yamaha mounted, moved out early and put on quite a show as they battled it out for first place. Baker finally got the lead and the checkered flag. Siegel finished second with the rest of the pack finishing a little closer behind this time.

(Results on page 26)

Steve Baker won both the Novice Main and Trophy Dash.

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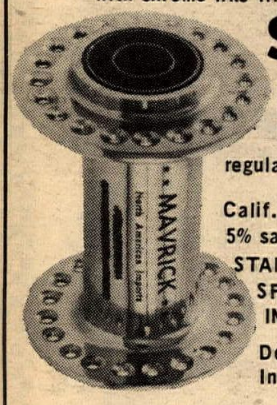

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Team Motocross-- from the Saddle

By Larry Ulrich

Ah, here it is the 30th of April and we're making the 350 mile drive from Bend, Ore., to Orondo, Wash., to ride in the annual "Team Motocross" at Daroga Park. My partner, Ray Crane and I have looked forward to this since last year when we rode this event. We decided to start on Friday this year, practice Saturday, race Sunday and head for home Monday morning.

We pulled into Darago Park Friday afternoon and set up camp in the campgrounds. A more beautiful spot would be hard to find, as this park is on the Columbia River with a secluded swimming hole and boating spot. Camp sites are divided by tall cottonwood trees and with a big washroom in the middle of the park, complete with showers and even a washer and dryer.

We unload the bikes and decide to take a few laps on one of the finest motocross tracks in the Northwest. This track is deep sand, about a mile and a half around and is completely covered by a sprinkler system.

Back to camp for a leisurely evening of bench racing, as more riders are showing up to camp and ride the "team motocross".

Saturday is another day of leisure, alternating between tinkering with the bikes, practicing on the track and bench racing.

Sunday morning at 8 a.m. the first 2-stroke fires up. Then another and another and another and anybody that drank too much last night is probably sorry and cussin' right about now.

At 9 a.m. the lightweights finished practice and it is time for the heavyweight practice. Just 2 classes today. 0-175 and 176-up. Each class will run three, 1 hour motos. That's right, 1 hour motos on one of the roughest tracks in the country. It's called "team motocross" because you sign up as a team, usually two riders and two bikes, and you swap anytime during the moto. If one bike breaks down you can continue with the other one.

At 10:15 and the lightweight class is started. They use a rubber band start here, which seems real fair, but I still prefer a flag start as I enjoy trying to figure a flagman out and usually get a good scratch. Besides a good flagman lends something to the atmosphere of the thing. However, I'm not worried about a good start today, because I have my partner Ray all pumped up to start all three motos. After two broken arms last year, starting line traffic still bugs me a little.

As time for the heavyweight moto draws close Ray and I are getting a little nervous wondering if my brand new, almost zero miles 360 Yamaha MX will hold up in this deep sand and high temperatures and if his 250 AJS will cut the mustard.

Time for our moto to start and Ray gets on the starting line. I get into my gear, ready to go in case he has trouble on the line. They're off, Ray running about fifth or sixth out of thirty-four teams. Around the first 180-degree turn, over a jump and into a hard right hander. Down goes Ray and some guy uses his Ajay for traction. Ray is back up and fighting mad in about 20th position and starts passing bikes like crazy. He works his way up to about 10th and thinks, "Larry, you get out here and race with these fools for a while".

I pull onto the track and find it is torn up a bit by the lightweight class. Park owner Bert Iler dragged the track Saturday night to remove big holes, but they are appearing already. Great fun, I think I'll wheelie over this series of holes. Neat, look at me go. Hey, who's this guy going by me on the outside??? Number 20, Mike Claphan or Mike Welsh lapping me already. WOW.

Bikes broke down all around the track. Some with loaded engines from lugging in the foot deep sand and 85 plus degree temperatures. Here comes the sand hill, 50 feet high and looks straight down. Guess I'll land half way down. Super fun! Claphan and Welsh are jumping their 400 Huskies almost to the bottom. Oh-oh, who's this lapping me now? Bert Iler. Bert runs the show here and was not going to ride but at the last minute decides he should. NO PARTNER. All by himself he rides three one-hour motos in the hot sun and deep sand. He must be made of iron. I find out later he earned seventh overall riding by himself...I'm lucky to ride 15 minutes before I have to turn it over to Ray.

Second moto is pretty uneventful except I load my engine for a couple of minutes when trying to lap some slower riders.

Third moto and we are getting tired. I swear some of those holes must be three feet deep. I'm starting to run a gear lower because I'm getting too tired to hang on at high speed and the track is getting super rough. No problem with dust, still a fine motocross track and really takes endurance to ride fast all day.

Oh-oh, there goes Claphan or Welsh again. Sure hard on the ego to have these kids lap this old man two or three times during the hour. The only revenge I get is when I lap other riders.

Ray and I worried for nothing about our bikes, as they both performed flawlessly.

The results are posted and we came out 11th. Ten trophies are paid. Same as last year, one place out of the trophies. Oh well, there's always next year.

Ray says it will be my turn next year to start all three motos. Claphan and Welsh motor their 400 Huskies in for the overall win with the two Yamahas of Larry Bossen and Jim Watkins second. Our local heros from Redmond, Ore., Tracy Lantz and Randy Limbeck, came home with third place for their Maicos.

Another night of leisure, bench racing, beer drinking and fun. Monday morning we head back for Bend and talk about next year and the Daroga Park Team Motocross.

Washington Cyclists Have Their Upson Downs

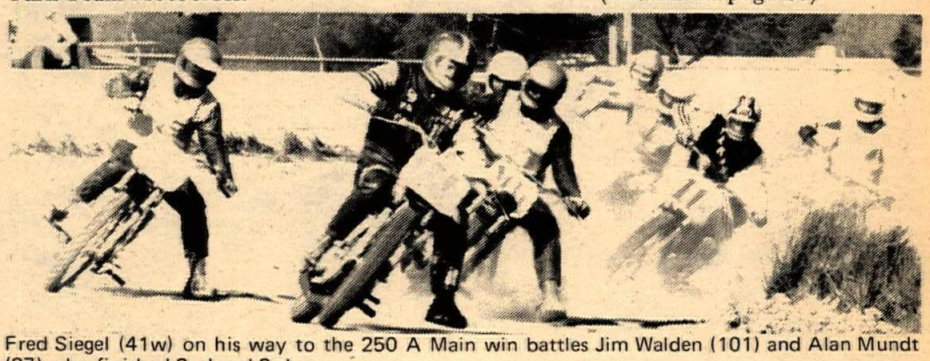
By N. A. Williams

CASTLE ROCK, WASH., May 2, 1971 – Like several other riders today, Jim Curtis managed to crash his bike at least once. After going down in the 125 Main, Jim came back to win both the 200 Trophy Dash and the 200 A Main.

At least five riders crashed in the 250 A Main and with much of the opposition out of the way Fred Seigel was home free. JimWalden hit the fence in practice earlier. After he got his wind back he won the 250 Trophy Dash and came in second in the 250 Main Event.

The 500 and Open classes had few riders and only an A and B Main were run in each.

(Results on page 26)



Fred Siegel (41w) on his way to the 250 A Main win battles Jim Walden (101) and Alan Mundt (27) who finished 2nd and 3rd.

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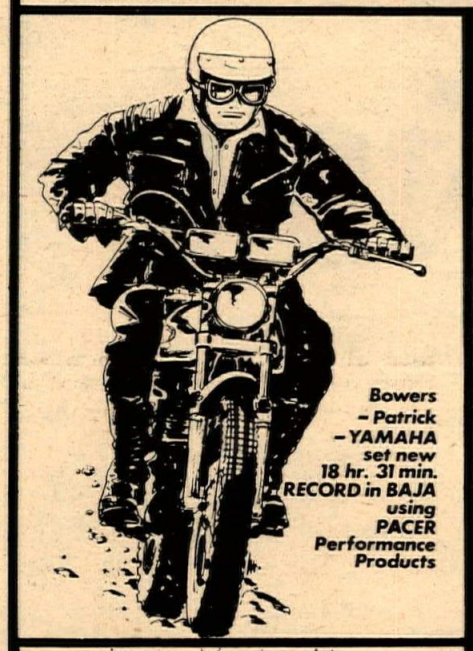

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Bill Saltzman (Hus) was the apparent overall winner.

Desert Riders Suffer 'Worst Lime Job'--J.N.

By Dick Wright

LUCERNE VALLEY, CAL., May 16, 1971 – The first tip-off that this was one of those rough Hare & Hounds, where a lot of riders get lost and miss checks, was when J. N. Roberts had a good lead at the first gas check, and stopped long enough to say "this was one of the worst lime jobs I have ever seen."

After Roberts came into the pits all hell broke loose. The riders came from all over, and most of them had trouble finding their pits. Also, the word was out that a lot of riders ran out of gas about five miles out. Some estimated the first loop to be around 55 miles around.

Also in the first loop was a 12-mile fire road. It was on this road that Tom Poteet was dicing with J.N. Roberts for the lead when he came over a rise and all of a sudden the course made a sharp left turn. Poteet didn't make the turn and ended up in a deep ditch. He was knocked out, but should be OK after a week's rest. To quote Poteet "The danger marks were too close to the danger. These guys mark them for a slow rider."

After the gas check the riders were to go out on a 48-mile loop. Of course everyone was hoping the second loop would prove to be an improvement over the first. The first rider to show up was Doc Bryce, and his tank card showed he missed two checks in the second loop. After that there were a couple more lost souls, then our man J.N. Roberts came in, but a check of his card showed he missed a check in the last loop. He said "The last loop was twice as bad as the first loop, you wouldn't believe how bad it was marked, where they hid that green fourth check I'll never know."

Bill Saltzman on a Husky was the first man in with all his checks. Wes Anderson, Jr. on a 250 Bultaco was second. The Triumphs of Gene Smith and Jon Thomas took third and fourth.

Arvie Blackstone took fifth and first Amateur on a Yamaha.

It's good to see the old desert sleds do well out in the desert but again they added, "We missed the lime about eight or ten times, and had to keep circling back."

A lot of riders were coming in without their checks now and any results would be unofficial but it looked like big George Walker took sixth on his Kawasaki, Ken Buckspan may have taken first 125cc class.

Ken Weston was the second Amateur in on a Maico, and first Lightweight Amateur should be Allen Lund on a 125 DKW.

Mitch Mayes was leading the 100cc class with a flat tire but missed the lime coming into the finish line and Larry Roeseler picked up the course and came in for the win; Mayes had to settle for second. Jim Summers was third and all rode Harley-Davidsons. Dough Winchell again took first Amateur.

The first Novice to come into the finish was Mark Wright on a Husky. He said he only got lost one time, "The course was pretty well burnt in by the time I got there." Gary Dellespitte was next Novice in but he lost his tank card and the check sheets will have to be checked before we know for sure. Butch Nelson was the next Novice in followed closely by fellow Novice 40-year-old Phil Dausen. Both were on 250 Yamahas.

After the race there was a letter of protest given to the District 37 Representative Larry Haley with at least 40 signatures of riders, most of them well known, experienced desert riders. One of the complaints that was heard a lot was that there was the orange ribbon of the Spokebenders and then there was a lot of red ribbon of someone else's course that kept getting the riders into trouble. Most of the lost riders had missed the green and the silver check, and no one likes to run out of gas.

Again the Rescue 3 group did a great job. Said Tom Poteet, Sr. "Those guys are a Godsend to the desert riders".

(Results on page 26)

TEAM Rickman WINS!

APRIL 18 BISHOP, CALIFORNIA MOTO-CROSS
1st 250cc Jr. Div. I GARY FORTAINE RICKMAN 250 MX
1st 100cc Senior LARRY KREIE RICKMAN Micro 100

MAY 2 FRESNO, CALIFORNIA MOTO-CROSS
1st 125cc Senior ROBERT ROGERS RICKMAN Micro 125

MAY 2 SAN DIEGO, CA. WAYNE HOSAKA BENEFIT TT
1st Open Expert JOHN SPRAGUE RICKMAN 8-Valve 700

MAY 6 ASCOT PARK, CA. CMC NITE MOTO-CROSS
1st 100cc Junior DANNY LAPORTE RICKMAN Micro 100
2nd 100cc Junior R. KLING RICKMAN Micro 100
1st 125cc Expert BRUCE BARON RICKMAN Micro 125
2nd 125cc Expert JEFF WRIGHT RICKMAN Micro 125

MAY 8 OAK CREEK RANCH, CA. MOTO-CROSS
1st 125cc '5 or less' J. D. BROWN RICKMAN Micro 125

MAY 9 SADDLEBACK PARK, CA. ACA MOTO-CROSS
1st 250cc Senior JIM O'NEAL RICKMAN 250 MX

MAY 9 CARLSBAD RACEWAY, CA. CMC MOTO-CROSS
1st 250cc Expert MARTY TRIPES RICKMAN 250 MX

MAY 9 RED DOTS HARE SCRAMBLES (CALIF.)
1st 125cc Expert JEFF WRIGHT RICKMAN Micro 125

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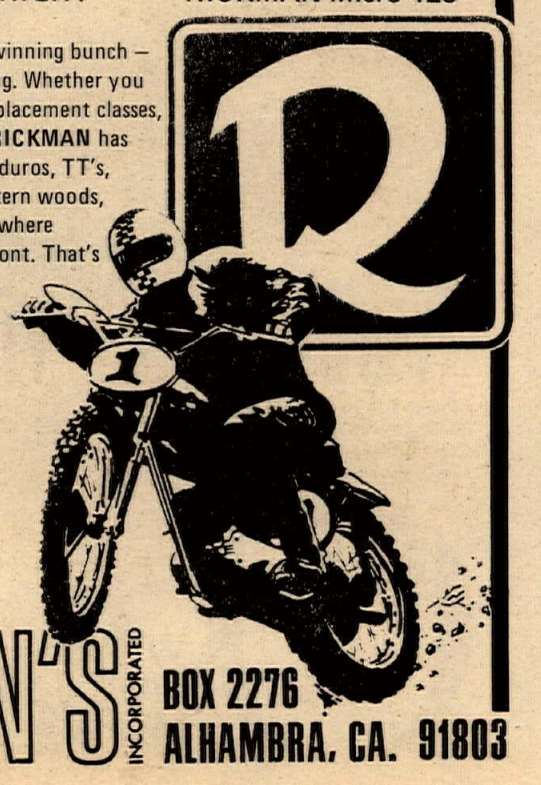

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WIND BLOWS BERDOO'S TT SCRAMBLES

By Chuck Long

ADELANTO, CAL., May 16, 1971 — The San Bernardino M/C was out bright and early and determined to put on a good TT Scrambles point run despite the sand and win. There were, however, several incidents which marred the events.

One rider, we won't give your name or number, Dave, lost his cool and kicked another rider off of his bike when coming into the pits because he lost the race. The rider you kicked can get his leathers patched but you cannot patch the fact that you have acted in an unsportsman like manner.

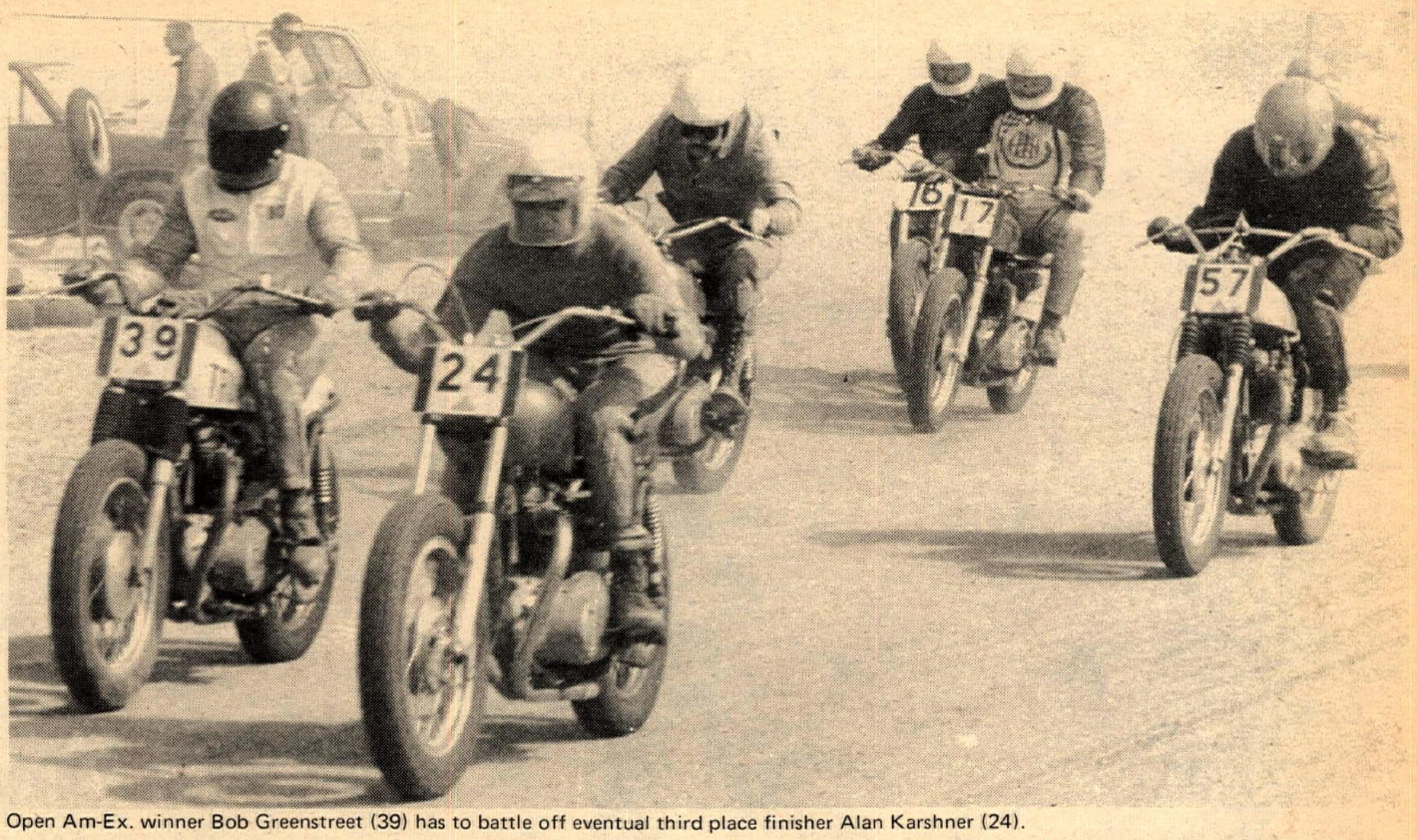
Then, the scare of the day goes to 179x, name unknown by me, who met the ambulance going the wrong way on the track. Quick thinking and evasive action on his part saved a well run race from being marred by a bad accident. Maybe ambulance drivers should attend riders meetings and learn the designation of yellow and red flags. It was the yellow caution flag that was out.

One of the close races of the day was the 100 Expert Motos in which Rob Morrison coming out on top over Richard Sweeny, second and Bob Sanders, third.

The 250 Novice class winner, Nate Ezell led from wire to wire but what a fight for second. 187x had second sewn up but lost his chain at the white flag which let Kenny Brewster right in the second spot but then he went right straight off the track and let Richard Trait have it.

The 250 Amateur class saw Dan White go off the track in first, back on in last and finish second. He'll soon be pushing brother Tom who incidentally won the 250 Expert class. Good day for that family.

Many thanks to S.B.M.C. for a well run race and sympathy also for the members who were sandblasted all day long. And special thanks to Sandy Lambert for sticking around and getting the results which appear on page 26.



Open Am-Ex. winner Bob Greenstreet (39) has to battle off eventual third place finisher Alan Karshner (24).

Rickey Milwer drove his Kawasaki home to a first in 100 Amateur action.

White Cooks at Perris

By Kris Mitchell

PERRIS, CAL., May 9, 1971 — At the Fourth Annual Mother's Day TT Scrambles at Perris, hosted by the Powder Puff Assn., 235 riders congregated to make a perfect day of racing.

The supersonic 250's of Tom White and Steve Nichols battled for first all the way, changing leads several times each lap. To add to the excitement, Charles Gann put on a lot of pressure from the third spot. White emerged the victor.

The big-bike turnout was one of the biggest in recent point run history. Jeff Sexton, Jim Connoly, and Scott Smith took a turn at wins in each motos. Sexton gathered the most points at the end of the day.

Sandy Armstrong took top honors on a 40-inch Triumph followed by Steve Nichols on a Yamaha.

The club was well organized and ran off all 62 events on schedule. The ambulance had to move once all day and even that was a false alarm.

(Results on page 26)

Santa Clara Supervisors OK 1000—Acre Park Plan

By Bill Spencer

SUNNYVALE, CAL., May 6, 1971 — What with the proper riding areas becoming more scare every day, Hal Kenyon of Pop Kenyon's Honda Peninsula is out beating the bush in an attempt to acquire land to ride on. Hal is the youngest son of Pop, a pioneer of the industry, and an ex-racer turned cow-trailer.

When the Santa Clara County board of supervisors approved the purchase of some 1000 acres for a second jail farm and perhaps a sportsman's park, Kenyon and Bob Barrett went to talk with the chairman of the board, Dominic Corteses and were given a favorable response. Other members of the board were generally for it with the exception of one member. The Board of Supervisors have had other speakers before them with little progress.

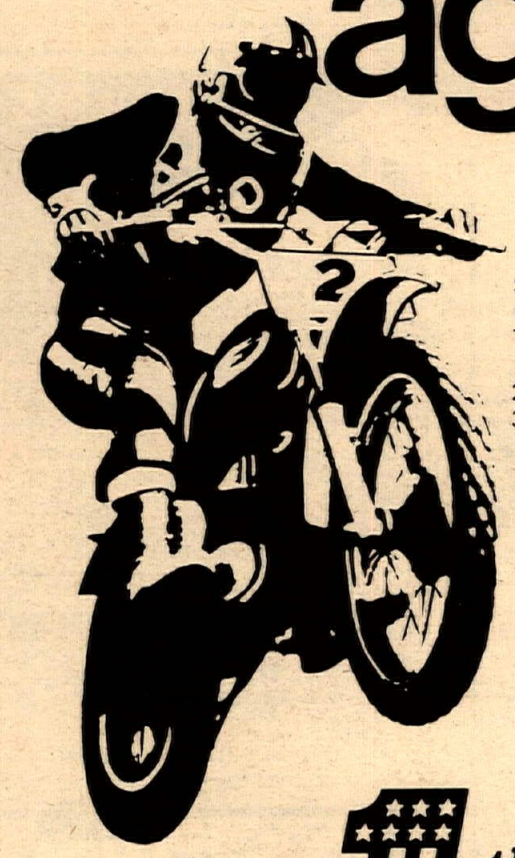
Ed Brooks of the Northern California Motorcycle Assn. has even had Supervisor Sig Sanchez on the radio and he has categorically stated that he favors the acquisition of riding land but feels that the expense is great and the land hard to get.

Kenyon feels that it is now up to the residents to show their force to the Supervisors by writing to them at 70 West Hedding St., San Jose, 95110 and explaining the need for such a park.

OPEN FOR MEMBERSHIP

The Riverside Bombers M.C. now has openings for new membership. The District 37 club is comprised of Desert, TT, MX and sidehack racers. Contact Don Davis, president, at 714/685-1372.

baja wins again!



Spokebenders Hare & Hound
May 16, 1971
Trailbike Class
1st Larry Roesler — BAJA 100
2nd Mitch Mayes — BAJA 100
3rd Jim Summers — BAJA 100

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the Harley-Davidson outperformers

DUST, THEFT, CROWDS DAMPEN JUNIOR-AM

By John Bethea

SOMIS, CAL., May 16, 1971 – The promoters had expected 700 riders for the Dealers First Junior-Am, but the turnout was more like 750. However, their biggest surprise was the amount of spectators the "Biggie for Beginners" drew, a whopping 4500 (estimated).

The crew responded fairly well to the situation, but other circumstances altered all their planning and put a damper on the day's affair. Saturday night, the van headquarters located at the park was burglarized and some $500 was taken along with all the class breakdown sheets. It was well past noon on race day before this department was completely caught up again.

Then came the dust. The usually always visible water truck was rarely seen today and by mid-afternoon, the start-hill dust tossed up by 40-50 riders became unbearable.

Ken Zahrt (right) has something to smile about after winning two classes.

In the second 250 Novice Div. IV running another short, but interesting race took place. One rider got a little upset at the start line and gave the starter a questionable hand-gesture. When the green light showed (the new system for starting here) the rider sped up the hill and went out of sight.

However, the starter had seen the gesture and grabbed the black flag and gave it to the rider...three times; and each was met with the rider ignoring it. So, Doug Grant, acting as a patrolman today, was asked to pursue and detain the rider. Grant dropped his Ajay into first and began the chase some 60 yards behind. An eighth of a lap later, Grant finally had to dodge in front of the rider to get him to pull over, which made the man quite upset. He jumped off his machine and pushed it at Doug, but it toppled over and ripped the leather covering of his seat as it hit the Ajay's rear axle bolt. "It served him right," said Grant later with a smile.

Top winner for the day was Ken Zahrt who picked up his share of the big brass for first places in the 125 Jr. Div. I and 250 Jr. Div. I motos.

More Junior-Am dates are being planned in the future, with the possibility of a three-way series at different parks. If there is to be any success in these, though, more steps should be taken to keep the dust down.

Results not received as of press time, but should appear next week.

The Juniors and Novices really got it on.

Some of the special mini racers showed fine form.

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TITANIUM OUT

Tom Clark, Director of Professional Racing for the AMA, announced recently that titaniam will not be allowed in the construction of frames, axles, or other parts of motorcycles used in AMA competition. Investigation shows that this material has a tendency to crack in areas where it has been scratched or dented.

This with the fact that titaniam can only be welded under ideal conditions, and by highly trained people with special equipment, does not make it practical for common usage, he reports.

AMA COMPETITION CONGRESS SCHEDULED TO MEET IN MID-NOVEMBER

The fourth annual Competition Congress of the AMA is scheduled to meet Nov. 16-18 at the Imperial House North in Columbus, O.

The Congress is comprised of representatives of the voting AMA Class B members, representatives of the professional riders, and delegates elected from the thirty-three geographical districts of the United States.

Its purpose is to consider all motorcycle activity coming under the jurisdiction of the three AMA rule books governing road riding, amateur activity, and professional racing.

Activities will begin Monday evening, November 15, with an open question and answer session for Congressmen and the press.

Official meetings begin Tuesday morning when all AMA staff department heads deliver annual reports to the Congress. The Congress adjourns Thursday evening, November 18.

SILVERTHORN UPSETS LARSSON

By Allen Greenwood

DEHESA, CA., May 9, 1971 – Bill Silverthorn delighted a Mother's Day crowd as he out-dueled fellow Husky rider Lars Larson for an overall Open Expert win.

In each of Bill's three motos, he was forced to come from behind. On the other hand, Lars gave everyone a lesson on the art of the start. Lars would position himself on the outside pole, thus setting himself up for a straight shot at the first turn. It not only puts Lars out in front, but it forced Silverthorn to play catch up for the first several laps of each moto.

Watching the first two motos was like an instant replay on television. Larson would grab a lead and Silverthorn would pass some slower riders and overtake Larson in a wheel to wheel battle to the checkered flag.

With two firsts to Bill's credit, the final moto shaped up for a possible Silverthorn hat trick. Lars must have decided two second place finishes were enough. The green start flag signaled a beautiful Larson gate job on the field. Silverthorn, who found himself in third place, fought by Curt Smith (CZ). Larson was determined not to let the ever-present charging Silverthorn past. Lars proceeded to ride a faultless final lap to take the first position. Overall it wasn't enough, as Silverthorn's two first earned him the overall win.

Most spirited rider of the day award surely must go to Novice 100 rider James Ryle (MB), who rode over two laps without his seat – ouch!

Little Danny Whitt, age 13, put the scare into his fellow 100 Novice competitors, showing promise as a future expert. Mounted on his Honda Motosport, Danny sounds like Jeff Smith on your heels. Danny's little four stroke may have been out horsepowered by the Hodakas, but he backed his big sound with a well-placed second behind Rolland Gillmer.

Somebody, someday is going to make a 125 Super Expert class for Eric Crippa. Eric simply powered his way to another weekly untouchable three-moto lead. Watch out, Eric, or Puch may bring back their factory riders!

(Results on page 26)

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PERRIS HAS BLACKOUT

By Elaine Jones

PERRIS, CAL., May 8, 1971 – Lady luck smiled on Perris Saturday night. The track suffered a power failure that blacked out the whole place. The timing was perfect as it happened during intermission. Thanks to the keen eye of a rider, a fire that could have very easily burned down the Club House was prevented.

With the racing program again under the direction of Wehat and Mason, the race went off fast with more laps giving everyone a lot of riding. The rules are being strongly enforced. Ask numbers 411, 96, 304 and 46. All were disqualified for pit racing.

Again the best racing was seen in the Amateur-Expert Moto and again it was done by Sandy Armstrong. George Gillespie gave Sandy the strongest competition he's had in a while but Sandy always managed to find a hole and get through. Bob Greenstreet held a steady third.

Dennis Creason pulled all the stops to take the 250cc Amateur-Expert Class over Doug Mason. This class was pretty much Doug's but by the way things went tonight he's going to have to fight for it. Don't discount third place finisher Dan Carlton.

Bob Bramlett, the boy from Idaho, must like it down here. Bob picked up another trophy in the 250cc Novice II. Steve Waller captured the 250cc Noice I honors.

Jamey "Scotter" Blunt had a good night picking up another first in the 175-200cc class, and a second place finish behind Mike DuBont in the 100cc Amateur-Expert go.

A few Novices are starting to look Perris Amateur ratings right in the eye. Ken Miller, Novice Moto winner; Mark Reichert, 125cc Novice winner; and Rex Hailey, 100cc Novice I winner.

Lahn Barr, a new face to the winner's circle picked up the trophy for his 100cc Novice II win.

Mini-Cycle winners were Ricky Hart and Wayne Long. Donald Keeling and David Jones took the two Divisions of Mini-Bikes.

(Results on page 26)

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Jeff Kring

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Austin, Texas
May 2, 1971

125 Junior
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and wins...

ACA Motocross
Saddleback Park
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May 9, 1971

125 Junior
Chris Jackson

and wins...

So. Calif. Sidehack Ass'n.
Bay Mare Park
May 9, 1971

125 Novice, Div. III
Rick Reinig

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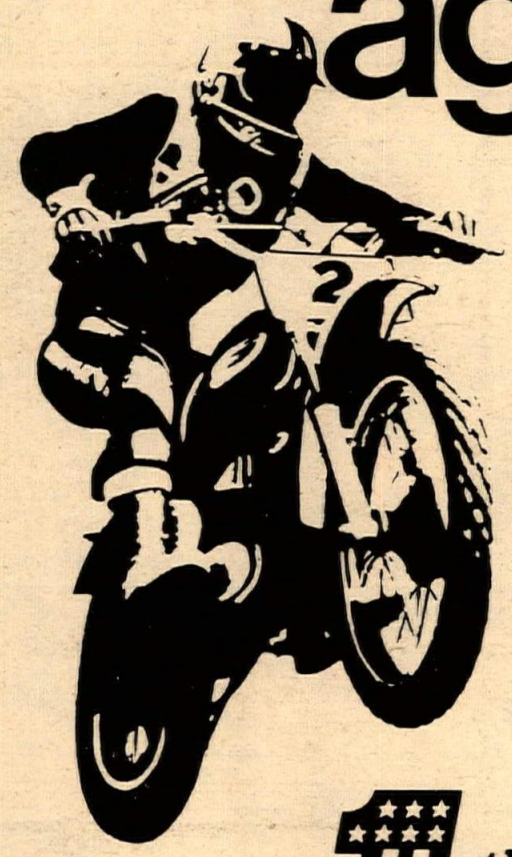
baja wins again!



Red Dots M.C.
Hare Scrambles
May 9, 1971

Trailbike Class
1st – Mitch Mayes – BAJA 100
2nd – Larry Roessler – BAJA 100

HARLEY-DAVIDSON
the Harley-Davidson outperformers

GROSSI'S DOING IT AGAIN....

By John Grout
Photos by Racing Photos

VALENCIA, CAL., May 9, 1971 — Northern Californian rider Bob Grossi, who apparently has grown a little weary of "slip-in-the-slop-motocrosses" which are offered at this time of the year in his neck of the woods, came back to the ACE sponsored races today at Indian Dunes.

Bob Grossi (9B) and Mark Blackwell face off.

After dropping a close first moto decision to a couple of the finest dust kickers going — Jim West and Mark Blackwell — Grossi, the invader, seemed to get a little stiff-necked at his lower California welcome. So, for the final two Open Senior races, he didn't seem to have a problem.

West and Blackwell leaped into an immediate lead in the third moto, seeming to have the situation under complete control. But Grossi, while devouring the rear studs of the front two, decided that the time for fun and games had come and gone. Yanking his Husky to a highside attitude, he involved himself with some kind of a gravity-agitating, horizontal-to-the-track arc of the wide sand sweeper turn. He was ripping around the crest of near-nothing with more audacity than a "Rebel 500" pilot with a jammed throttle and forty degrees of asphalt backing.

When the three racers had sailed from that turn, Grossi held the lead and continued to spit half of the reservation's sand at the other two riders for the balance of the race and the overall victory. West and Blackwell were the rear guards to "Bouncin' Bob."

Dave Rodgers, returning to the competition after a badly injured leg had put him out, allowed CZ-mounted Jim Wilson to garner a couple of quick wins and appear to be well on the way to an overall 250 Senior win. But that's not the way it went into the books.

In the third moto Rodgers was able to pass five other riders for a win; while the best that a luckless Wilson could manage, was a sixth place finish. Rodgers crossed the line as the day's class champion.

Then, returning once again, Rodgers fought his way from behind during the 125 Senior to collar Mark Abbatoye, John Rice, Don Emler and Scott Hoffee to become the solid-pocket payee at the wampum window.

The mini-cycle bunch watched Mike Brown defeat Kenny Alexander. While the Powder Puffs were whipped three straight times by young Mary Grigg.

The Old Timers were set-upon by Don Withers, Don Untch and Tim Cobb.

Ken Zahrt grabbed three wins as he turned back the 100cc Juniors in Division "A"; while Danny LaPorte was the "B" group victor. And again during the races for the 125 Junior "A" gang, Zahrt didn't stop until he had scooped up three straight wins. Jim MacDonald was able to put the same hoax on the "B" Division.

Steve Oliver and Bill Burton were responsible for the 250 Junior victories. While Tom Simpson pulled a grand slam on the Open Juniors.

The combat at Indian Dunes on this Sunday will feature a "Backwards Motocross" for all classes. A cash purse will once again go to the Seniors; while some giant-sized trophies will be awarded to Juniors. (Results on page 26)

INVITATIONAL ROAD RACE

Cycle Guide Magazine will sponsor a two-day, invitational motorcycle road race at Orange County International Raceway. Sanctioning the race will be the Los Angeles Chapter of the American Federation of Motorcyclists.

NEXT CYCLE SWAP-O-RAMA SET

SAN BERNARDINO, CAL., May 5, 1971 — Contracts for the next Cycle News Cycle Swap-O-Rama have been signed by promoters Vic Wilson and Larry Huffman. The place: The 42,000 square-foot Commercial Building of the National Orange Show grounds in San Bernardino. The date: Thursday, June 3.

"After staging two very successful Swap-O-Rams at the Orange County Fairgrounds, we feel that the next one should be staged in a location that will, hopefully, accommodate the vast number of enthusiasts in the Riverside-San Bernardino County area," stated co-promoter Larry Huffman. "The National Orange Show grounds in San Bernardino is a perfect location. It's situated in the center of the Inland Empire and should draw from as far away as Indio and Barstow, to say nothing of the millions of residents in the Riverside-San Bernardino-Ontario area.

"Vic and I think that a Thursday night would be better from the buyers' viewpoint, rather than on a weekend when many people will be out on the desert riding," Huffman added.

The hours for the third Cycle News Cycle Swap-O-Rama will remain the same, swapper set-up from noon to 5 p.m., doors open to the general public from 5 to midnight. The admission also remains unchanged, $1 for adults, kids under 6 free. Swapper booths are available now for reservations: $5 for private parties, $10 for commerical or dealers. Booths will remain 10 by 10 feet; or one hundred square feet. For information, call 714/637-1835 or send a check or money order for $5 to Cycle Swap, Inc., 4213 Riverdale, Anaheim 92806.

DAN GURNEY TO CYCLES?

All you speculators and crystal ball gazers, take note of this hot little news item from Norton Villiers in Paramount, Calif. Dan Gurney, well-known race car driver, called the Norton and AJS firm May 11 from Indianapolis, Ind., and ordered a fully equipped Norton Production racer; fairing, GP carbs, transistorized ignition, etc. He didn't say what he wanted it for. Ummmmmm?

3 classes
125: (90cc-125cc)
250: (126cc-250cc)
Open: (251cc-over)

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2. Co-rider _____ 2. _____ 2. _____ 2. _____
3. Co-rider _____ 3. _____ 3. _____ 3. _____
4. Co-rider _____ 4. _____ 4. _____ 4. _____

Make of motorcycle _____ Displacement _____cc Frame number _____

I will enter in the _____ class _____ Sponsor _____

(Assumption of risk and waiver of personal injury claim)

The undersigned entrants acknowledge that they assume all risk of any loss from injury or property damage to themselves or to others, due to attendance and participation in this event and specifically holds harmless from any said loss. Stunts Unlimited, Inc., the Indian Dunes Racetrack, and owners of real property on which said event shall take place.

If entrant is under 21, parent or guardian must sign attached form and have signature notarized.

1. Entrants signature _____ Date _____
2. _____ Date _____
3. _____ Date _____
4. _____ Date _____

Please enclose short biography of yourself and racing background. Photographs, 8x10, will greatly assist our Publicity Department and can also be of advantage to your sponsors.

FOR FURTHER INFORMATION CALL HO 2-3339

STATEMENT OF NOTARY
(Required for riders under 21)

I _____ being of legal age, do hereby certify that I am the _____ of _____, a minor. I further sayeth that I hereby give my consent for said _____ minor to compete in all Stunts Unlimited, Inc. events hereby releasing the Indian Dunes Racetrack property owners, and any other person involved with putting on this event, for any and all liabilities. This statement valid until January 1, 1972.

Dated this _____ day of _____ 1971

Signature _____

STATE OF CALIFORNIA
COUNTY OF _____

On _____, before me, the undersigned, a Notary Public in and for said County and State, personally appeared _____, known to me to be the person whose name is subscribed to the within instrument and acknowledged that _____ executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in the certificate first above written.

_____
Notary Public in and for said County and State

R. Norgaard's CZ finished first 500cc Expert.

MISFORTUNE SPELL WIN FOR NORGAARD, TRIPES

By John Shedd

IRVINE, CAL., May 16, 1971 – It was crash day at Saddleback Sunday. Junior riders were falling all over the place and before the final series of motos had started, the two fastest Experts for the day had suffered more than their bodies could stand.

The 500cc Experts were first on the line, and Husky-mounted Bill Clements led the charge to the first corner. Maico's rider John DeSoto was several spots back, but wasted no time moving up to second. His hard charge was all in vain; as soon as he caught Clements he was forced out with mechanical woes. With DeSoto out of the way Clements could breathe a little easier and he won the first leg with Rob Norgaard second on a CZ.

When the 250s hit the line it looked like the battle between Clements and DeSoto would take up where it left off in the 500 class. Clements again got the better start but DeSoto was so close he could hear every though Bill had. 'Round and 'round they went, Bill out front and John inches away. As Bill was coming out of a high-bermed corner, his back wheel broke over the top and he lost it. John never had a chance to make an evasive move. He crashed into the fallen machine and may have hit Clements. John sailed over the handlebars but recovered quickly and was soon on his way just short of last. Bill was not so fortunate as he had to be carried away on a stretcher. By the end of the day there was no word on Clements but it appeared he might have a broken leg. Marty Tripes moved into the lead, but John soon caught up and passed him. Even though John took over the lead he could not shake Marty and his Rickman. John went on to win with Tripes hot on his heels.

DeSoto had the second 500 moto wired. He had a good lead over second place Norgaard, and Norgaard had a very good lead the rest of the pack.

It was once again a DeSoto-Tripes duel in the second 250 moto. For the first few laps it was John out in front with Marty giving chase. Then DeSoto, who has never learned to crash just a little bit, did a super smasho on a fast downhill section. The tough Hawaiian was up and walking shortly but he had to retire for the day. Tripes went on to win with Maico mounted Mike Cram second.

Even before DeSoto was out of the running in the 500 class, Rob Norgaard only needed a second to take the win. Randy Roche took the lead on his Maico at the drop of Stu Peters' green flag and led Norgaard all the way until the last lap. Even though Rob could have been content to coast in second and take the win, that wasn't good enough for him. He zoomed into the lead in time to take the flag and the class cash.

Marty Tripes didn't have to work as hard in the last leg of the 250 class and his win here cinched the overall victory for him. Mike Cram was second and Gary Harris was third.

Bill Urban screamed to wins in the first two 125cc Expert motos, and it looked like he would do the same in the final leg. However, his machine jumped out of gear and as he looked at his left to find Jim Beauchamp, Jim passed him on the right. By the time Urban got it in gear Beauchamp was too far out front for him to catch.

Next week there will be a CMC motocross at Carlsbad, and the following week they will move their motocross show to Utah for the big one at the L-D Ranch 80 miles north of Las Vegas. John DeSoto and Tim Hart will hold a motocross school on Saturday.

(Results on page 28)

The first of a 6-event series got underway May 9 in which Beginners and Novices will be vying for two Suzuki machines. Sponsored by the Sportsman Riders Assn., the events are held on new courses each time out with points awarded to everyone who finishes. Dave Fisher (100), D. Wallingsford (125), Ron Roberts (250) and Mark Granger (Open) each collected 101 points as they each won their respective class. Next race in the series is May 23 with the race site at California City, Calif. Info: 213/370-8234.

Dancing on the edge of disaster.

baja wins again!

Masterlinks Hare & Hound
May 2, 1971
Trailbike Class
1st Greg Hawks – BJA 100
2nd Randy Milligan – BAJA 100
3rd Jim Sumners – BAJA 100
4th Larry Roesler – BAJA 100
5th Don Olglebi – BAJA 100

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LEMAR CYCLE CENTRE
Orange

TT Scrambles... Speedway Style

By Jack Light

BAKERSFIELD, CAL., May 2, 1971 — More than 171 racers were here today to wind up the regular day races for awhile. The Sprocket's Park will return to Scrambles under the lights, May 22, to start the summer schedule. Warm, dry weather kept the track crew busy all day, keeping the surface in fine condition. Dust was held to a minimum in the racing area, the most amount being raised by the frequent trips of the water truck in and out of the parking area.

Many of the 17 main events resembled Speedway Racing, with the "full-locks" through the long sweeper. The 250 Amateurs went out on a drier track, and the traction was not as good as usual. Russ Barnett (Bul), Randy Griffith (Oss), and Dennis Lyons (Bul), mastered this condition with a fantastic showing of fine riding "Speedway Style" which quickly gained favor of the large spectator crowd.

This main started just as spectacular, with a six rider crash right off the line. No one experienced difficulty with body or bike, and all came back for the restart, to provide some of the greatest thrills of the day.

The 250 Experts continued in the same manner, with rooster tails thrown all the way. Tim Tomlinson had his Montesa in for a strong third position, behind Tracy Bright and Jim Keener riding Bultacos, Tim had to go high, and over the berm, dropping two positions, and out of the running. Joe Brown tooled his Yamaha in for the position vacated with the high ride.

The 500 Amateurs had races within a race. Jerry Langley and Bob Young getting the best out of their Montesa bikes, raced wheel to wheel for the coveted first slot, Jerry managed a little more when needed to take first. Back in the field, Lyle Moore (Bul), and Art Carter (H-D) had their own thing going. The spectators didn't know which race to watch. These two changed positions frequently, see sawing back and forth with Lyle winning this battle for overall third.

Jack Jones and Suzuki teamed up for "twin-wins". Jack finds that carrying home two trophies doesn't unbalance him; one in each hand — equalizes the weight of the gold. Victorious by a large margin in the 100 Am/Ex. combined on his little machine, he proved he is just as at home on the new Suzuki 400 in the 500 Expert class. By making a few modifications, Jack was able to keep both wheels on the ground today. Always a threat, Ron Keener kept the pressure on all the way, riding his Yamaha, with Harvey Baker and his Maico right in there waiting for the golden opportunity.

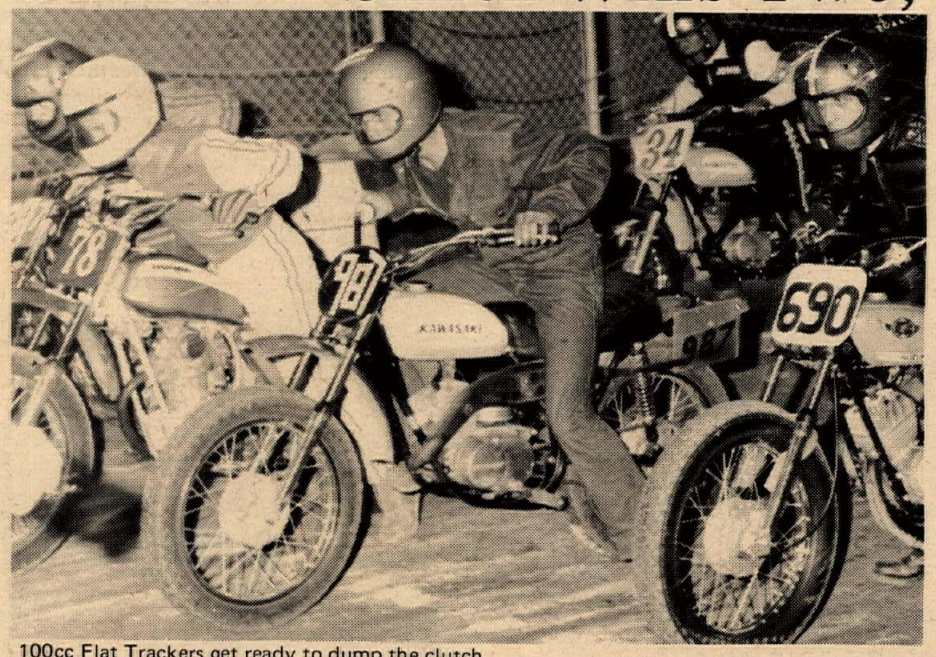
The 200 Novice, and the 200 Amateur was all Bridgestone in the win column, with Stan Sanderson taking the Novice and Terry Dixon winning the Amateur. The Novices looked like the "Four-Horsemen" throughout their race, never any farther apart than a wheel's length. No one had it sewed up until Stan spurted ahead when within sight of the checkered flag.

To top off a fine day of racing, the Open Experts provided the frosting. Nine of the best were here and their great styles, once again, clearly indicated the meaning of Open Expert. Rick Newby had the Custom Engineering Triumph in good position from the start with Carroll Jackson, Triumph, Jeff Johnson on another Custom-Triumph in hot pursuit, not to mention John Scantlin and his "Huge-Harley".

These bikes had the dirt flying, and the ground shaking from start to finish. This main also had races within a race. Motorcycle racers never seem to give up, no matter the position, everyone goes just as hard. This is one thing that makes a T.T. Scrambles...the greatest!

(Results on page 26)

Unbeaten Smith Wins Two;



100cc Flat Trackers get ready to dump the clutch.

Hurls Invitation, Challenge

By Art Loya
Photo by Eddie Smith

SOUTH GATE, CAL., May 13, 1971 — Chris Smith finding little competition in winning both the 250cc TT and F.T. Main Events for the second week in-a-row at Trojan Speedway Thursday night, stood in the winner's circle and openly hurled an invitation to all 250cc class riders to challenge him at the South Gate oval. For the third time this season, Smith and his Montesa were unbeatable in main event action in the combined Flat Track and TT motorcycle racing program.

"He's one of the best riders in our Trojan Renegade Club right now, and in a year or so, he'll be one of the best in any circuit." This is the way Rene Armenta, track president, evaluates Smith after a brilliant performance in defeating Bultaco mounted, Mike Clarke, who also happens to be an explosive performer, in both main events. In winning, Smith's tactics were simple and direct. He sped after the lead as soon as starter, Bob Schoeman, dropped the green flag. Earlier, Smith easily sped to victory in his heat race, and it should have been obvious but only a handful of the fans took the hint of what was in store for them.

Another outstanding youngster developing into a stellar performer is Bob Sanders who makes it a habit of winning his events at the starting line. Sanders and his Kawasaki had the best winning record of the evening with wins in the Senior 100 TT heat, 100 F.T. heat, 125 F.T. heat, 100 TT and 125 F.T. trophy dashes, 100 TT and 125 F.T. Main Events. And yet, not taking anything away from Sanders, one of the highlights of the 25-event card was Marvin Heemsbergen's win over Sanders in the 100 F.T. Main. In this event, Sanders led from the start, but was closely followed by Heemsbergen and his Kawasaki. Meeting every challenge as the pair broadslided their machines around the tight 1/5-mile clay oval, Sanders still displayed his winning confidence, but perhaps this time just a bit of over confidence as Heemsbergen slipped by Sanders in the final 100 yards from the checkered for one of the most exciting events of the evening.

Tom Doty, after chasing Sanders across the finish line in most events, finally put all his efforts together and came up with a win in the 100 TT Semi-Main, and bounced right back with a hard won victory on his Honda over Bob Byars also Honda mounted in the 125 TT Main.

(Results on page 28)

MICKEY QUADE GRABS HARE SCRAMBLES

By Bob Grant

OCOTILLO WELLS, CAL., May 2, 1971 – The Los Ancianos M.C. held their annual March Hare today, a little late, but nevertheless a very good race. They greeted 105 riders and probably the last District 38 desert race for a few months as the temperature was in the 90's. Even with a 9 a.m. start the heat was very noticeable.

The banner dropped exactly at 9 with the Experts in all classes starting from a dead engine start. The Novices in all classes left about two minutes later. Mickey Quade on a Husky was first to the smoke bomb followed closely by Scott King on a Montesa and Ken Renick (Hus).

The first loop was a very fast 35 miles with lots of miles of sand washes and pole-line roads. At the end of the first loop King was in the lead followed closely by Renick and Quade.

The second loop was as hard as he first loop was easy, with 17 miles of tight, twisty, mud hills that were really rough. Scott King, the leader, started dropping back with Renick and Quade passing him. Later it was found out that the heat had gotten to King and made him sick.

Don McCarly on a new Suzuki really got it going on the second loop after having some trouble with a mud hole on the first loop. He passed tiring King and caught Renick and Quade to take the lead at the end of the second loop.

The third loop was run on the same fast loop as the first. McCarly, leading, somehow got off the course, and Quade, who had taken over second place after Renick lost it on an uphill, came into the finish line first overall and first Open Expert.

McCarly relocated the course fast enough to take second overall with Renick capturing third overall. Mike Harper (Bul) was sixth overall and first 250 Expert.

First Novice overall was John McDonald putting in a fantastic ride getting past all but ten Experts after a late start. And he did this on a 100 Kawasaki. True. Sounds like a Terry Clark trick! First Open Novice was J. Vissat and first 125 Novice was Ron Foley on a DKW.

(Results on page 26)

RUSTY BRADLEY–BENNIE HARDWICK MEMORIAL SET FOR GREEN VALLEY

SMITHFIELD, TEXAS – International Grand Prix motorcycle racing returns to the Dallas-Fort Worth area May 30th when the Southwest Motorcycle Racing Association presents the 1st Annual Rusty Bradley-Bennie Hardwick Memorial at Green Valley Raceway.

The triple header event, co-sponsored by Amalie Oil and SMRA will be the first of six race meets scheduled for the 1971 season in the Greater Southwest.

Some four hundred entries from New Mexico, Colorado, Kansas, Arkansas, Oklahoma, Louisiana, California and Old Mexico will be on hand for the memorial honoring these two dedicated Texans. To be featured in the AMA sanctioned event are motocross racing, drag racing and road racing.

Many veteran riders will be competing on both the dirt and the asphalt at Green Valley, located 10 miles northeast of Fort Worth on Farm Road 1938 at Smithfield.

The European style motocross racing, run in and around the trees on the creek side of the road course, gets underway at 11 a.m. Drag racing, including a wheelstanding contest will begin at 1 p.m. At 2 the road racers will take to the 1.8 mile asphalt ribbon in the most challenging of two wheel competition.

Of special interest will be the two large traveling trophies going to the winners of the GP finals. In Rusty Bradley's behalf a six-foot trophy will go the winner of the Open class road race donated by Kawasaki and SMRA. Sponsoring the 250cc class road race Bennie Hardwick trophy are BSA and Tom Beesley.

KEEP TAB ON THE SHOES
Reports from Dixie Cycle News

BOB PUCKETT of Bristol, Va., recorded 987 points during the two days of competition at the AMA National Lonesome Pine Enduro near Abingdon, Va. April 24-25 to take the overall win; RON BOHN was the 201-250cc class champ with a 984 total; NORMAN FORD's 980 was good enough for the 251-360 class; the 361-up class champ was ED SCHNIDT (974)...Chapter Two of the Spring-AMA motocross series was won by BARRY HIGGINS (250cc) and ZANE KENT (Open) on May 2 at Macon, Ga.; second to Higgins was GARY BAILEY... Aussie GINGER MALLOY powered his way to a win in the Open class and a third in the 500cc Combined class at the May 1-2 AAMRR Spring National Road Race at Summit Point, W. A.... Tony Nicosia, Kawasaki's little giant from Azusa, Calif., holds no less than four NHRA drag records, plus two or three Bonneville Salt flats marks.

Twin Header to Texans

By Wayne Hodges

OKLAHOMA CITY, OKLA., May 8, 1971 – Robert E. Lee (BSA) and W.T. Rufner (Tri), Expert riders of Fort Worth, Texas, roared to feature wins in the big Mar-Car "double header" cycle racing program tonight at the Oklahoma City State Fair track.

Saturday's May 1 program was rained out at the halfway point, so fans were treated to an extra 6 events of racing.

Rufner, winning the 10-lap opener in the Expert class blew his engine in the main event after chasing Robert E. Lee for three laps, leaving Lee, quarter-mile champion at the State Fair here last year, a decisive win over the field.

Gordon Dusenberry (BSA) of Wichita, Kansas, still leads in the season's point race with 37 after placing 2nd to Rufner in the feature and a 5th in the main. Gordon was point leader the opening night and runnerup on the second show of the season. Rufner is second with 21, Larry Mace (Tri) of Des Moines, Iowa, has 19, Neil Keen of St. Louis, Mo., has 17 and Lee has 16.

In the Junior division, Roberty Ely (BSA) of Kansas City charged to his third straight feature win but came in second behind Oklahoma City's David Rupp (Tri) in the second main event. Rupp squeezed by the checkered flag by a scant foot for one of the exciting finishes of the evening.

John Farguharson (Tri), another local finished in the number 3 spot beating Ely in a hotly contested heat race.

Ely holds the lead in the points with 33, Farguharson has 18 and Rupp now totals 17 for the season.

The Novice class, with a very large group of riders, saw Jay Lawson (Yam) of Yukon, Okla., sweeping the make-up feature race, but the show was stolen for the night by young Del Armour (Yam) of Denver, Colo., who stands about 5'2" and weighs in at a mighty 98 pounds, sweep the main feature event and also the trophy dash.

The Novice class is hotly contested in the points race for the season with Leo Schellenberger (Bul) of Grapevine, Texas, with 27 leading by only three over Steve Hunt (Bul) of Okla. City, two-time feature winner, who had engine problems for the night. David Sawhill (Yam) of Haysville, Kansas, and Bill Jefferson (Bul) of Springfield, Mo. are tied with 22 points each.

There were 96 riders going for a purse of $1900 this week, with the attendance getting better and nicer weather each week. The Oklahoma City ½ mile events should continue to get better each and every week leading right up to the big ½ mile Nationals during the State Fair in October.

Happy riding and if any of you are in this area this summer on vacation it will pay you to stop in on any Saturday night and watch one of our better racing programs that you can see anywhere in this big country of ours.

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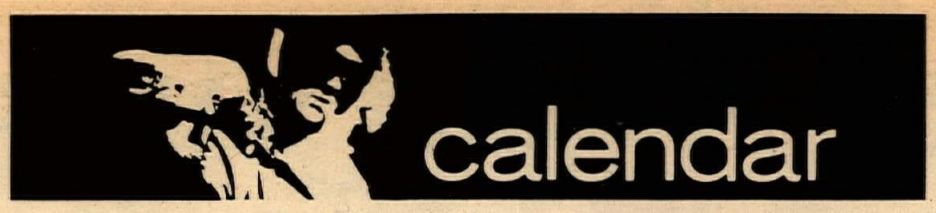
baja wins again!

Buzzards Hare Scrambles
4/4/71
1st Trailbike
3rd Overall
Mitch Mayes – Baja

Shamrocks Enduro
April 25, 1971
"A" Trailbike Class
1st Walt Baehr – BJA 100
"B" Trailbike Class
1st Greg Ekins – BAJA 100
2nd Tom Sawyer – BAJA 100

HARLEY-DAVIDSON
the Harley-Davidson outperformers

(Continued from page 2)



SATURDAY, MAY 29

SCRAM, Shasta. Happy Valley Rcwy, 11 mi. W. of Anderson, Ca. 8 pm. $2 ride/watch. (916) 365-7753, 365-1709.

TT, Elsinore Race Track, Elsinore, Ca. 7:30 pm. Off Hwy 71.

SPORT ST, Valley. Cycleland Spdwy. 14 mi. S. of Chico, Ca. 8:30 pm $2 ride/watch. 3 no. plates. (916) 342-9302.

MINIS, SCMBA. Trojan Spdwy, South Gate, Ca. Noon. $3 post, $1 gate. 11 classes. (213) 862-0229.

ST, Shasta Cnty. Frgnds, Anderson, Ca. $1200 8:15 pm. 916/241-9791, 241-3335.

SAT. & SUN., MAY 29-30

MX, Deadman's Point, Apple Valley, Ca. $2, $2.50 non-members. Sat., Jr. & Inter, 50% brass. Sun., Ex. $100 guaranteed per class.

100-MILE CROSS COUNTRY & INVITATIONAL MX. Follow signs from Ashcroft, B.C. Sat., MX, 250-Open only. Race noon. $3 mail, $5 post. Sun., CC, all classes, 10 am. $6 mail, $10 post. (5/20 deadline) Box 7004, Vancouver, B.C. $1600 cash purse.

ENDURO, Pasadena. 25th Annual Greenhorn, AMA. Street legal. 6 am.$12, Sunday only, $7. 817 Chehalem Rd., La Canada, Ca. 91011.

SUNDAY, MAY 30

MX, Lompoc Slo-Pokes. Limed Hwy. 101, Santa Maria, Ca. Near Jct. 166. D-35 pts. 10 am. $3.50 post, adm. $1.50. (805) 736-6363, 735-1177.

4-STATE MX, CMC. L-D ranch nr. St. George & Springdale, Utah. Box 1402, Costa Mesa, Ca. 92626.

H&H, POKER RUN, Ridge Riders. Entry $4/$3. Ballinger Cyn 55 mi. N. of Ojai. Dry camp, spark arresters. (805) 482-6735, 485-2842.

MX, Ensenada Baja Racing Assn., Av. Gastelum y Septima, Ensenada, B.C., Mex. Gates open 7:30, race 10. Camp from Friday.

TRIPLE-HEADER: M-X, Drags & RR. Rusty Bradley, Bently Hardwicke Memorial by SMRA at Green Valley Raceway N. of Ft. Worth, Tex. Info: (915) 949-1030.

SCRAMBLES, SCMA, 7800 Cienege Rd., Hollister, Ca. 11:30 am. 'C' trac. $2 ride/watch. 408/842-8888.

PRO ½-MILE, Lubbock Downs, E. 114th St., Lubbock, Tex. 2 pm. $600. Hi-Plains Racing Assn., 5403 48th, Lubbock, Tex. 79404.

MX, CMA. Novices. 5800 S. Bacchus Hwy. PP & Minis. Sign by 12:30, race 1. Adm, entry $3. 904B E. 2nd South, Salt Lake City, Utah 84102.

MX, Lompoc Slo-Pokes. Limed Hwy. 101, Santa Maria, Ca. Near Jct 166. D-35 pts. 10 am. $3.50 post, adm. $1.50. (805) 736-6363, 735-1177.

4-STATE MX, CMC. L-D ranch nr. St. George & Springdale, Utah. Box 1402, Costa Mesa, Ca. 92626.

MX, CMA. Novices. 5800 S. Bacchus Hwy. PP & Minis. Sign by 12:30, race 1. Adm., entry $3. 904B E. 2nd South. Salt Lake City, Utah 84102.

H&H, POKER RUN, Ridge Riders. Entry $4/$3. Ballinger Cyn 55 mi. N. of Ojai. Dry camp, spark arresters. (805) 482-6735, 485-2842.

MX, Ensenda Baja Racing Assn., Av. Gastelum y Septima, Ensenada, B.C., Mex. Gates open 7:30, race 10. Camp from Friday.

TRIPLE-HEADER: M-X, Drags & RR. Rusty Bradley, Bently Hardwicke Memorial by SMRA at Green Valley Raceway N. of Ft. Worth, Tex. Info: (915) 949-1030.

SUN. & MON., MAY 30-31

TEAM MX, Indian Dunes, $2,000 purse. Sun., 100, 125; Mon., 250, Open. Mail $20, post $30. Box 174, Newhall, Ca. 91321. 805/259-8000.

MONDAY, MAY 31

TT SCRAMBLES, Nevada State Frgnds, Reno, Nev. 'C' trac. 11:30 am. $2 ride/watch. 702/323-8846.

SCRAMBLES, Lodi. Lodi Cycle Bowl, 5801 E. Morse Rd., Lodi, Ca. Gate 8:30, race noon. $2 ride/watch. (209) 368-7182.

MX, CMA. Experts. 5800 Bacchus Hwy (Hwy 111), Salt Lake City, Utah. Also passenger, ATV race. Sign 12:30, race 1. 904B E. 2nd South, Salt Lake City, Utah 84102. (801) 364-8622.

WEDNESDAY, JUNE 2

ACA TT/ST, El Toro (Ca.) Speedway, I-5 & El Toro Rd. $5 mail (5/31). $10 post. 7:30 pm. 714/774-3222.

SPEEDWAY, SRA. Kern Co. Frgnds, Bakersfield, Ca. 8:30 pm. Free parking/program. 213/793-1558,

THURSDAY, JUNE 3

CMC MX, Ascot Pk., Gardena, Ca. Nite. $5 post. 213/323-9701.

ST/TT SCRAMBLES, Arena Pk. Rcwy, Lubbock, Tex. 8 pm. Mini-250. Hi-Plains Racing Assn., 5304 48th, Lubbock, Tex. 79404.

TT/FT, Trojan Spdwy, South Gate, Ca. Nite. 213/862-0229.

FRIDAY, JUNE 4

PRO TT, Ore. Sidewinders, on Lawnfield Rd. near Clackamas, Ore. 503/659-1022.

TT/ST, Ascot Pk., Gardena, Ca. Nite. 213/323-9710.

SPEEDWAY, Orange Co. Frgnds, Costa Mesa, Ca. 8:15 pm. Adults $2.50, 12-16 $1.50., kids 50 cents. 213/793-3927.

SPORT SCRAMBLES, American Cyn., Vallejo (Ca.) Speedway. 8 pm. $2 ride/watch. class 'C'. 707/644-0741.

FRI-SUN., JUNE 4-6

INTERNATIONAL MOTORCYCLE EXPOSITION, Cal Expo, Sacramento, Ca. Info: IMSPA, 6733 Fair Oaks Blvd., Carmichael, Ca. 95608, 916/483-8197.

SATURDAY, JUNE 5

TT SCRAMBLES, Sonoma-Marin Frgnds. 6:30. 'C' trac. $2 ride/watch. Silencers. 1140 Lauren Dr., Petaluma. 707/763-3944, 763-2911.

ST, m/c's & cars. Almeda Spdway, 5 mi. S. of Astrodome, Houston, Tex. 7:30 pm. $2.50 gate. 713/529-3015.

MINIS, SCMBA, Trojan Spdwy, South Gate, Ca. Noon. $3 post, $1 gate. 11 classes. 213/862-0229.

TT, Elsinore Race Track, Elsinore, Ca. Off Hwy 71. 7:30 pm.

SPORT ST, Valley. Cycleland Spdwy, 14 mi. S. of Chico, Ca. 8:30 pm. $2 ride/watch. 3 plates. 916/342-9302.

SAT. & SUN., JUNE 5-6

HARE SCRAMBLES, Greyhounds. Ponderosa, 15 mi. E. of Lancaster, Ca. on Ave. J. 10 am. 213/367-2907.

SUNDAY, JUNE 6

TT/FT, 50-lapper, Trojan Spdwy, South Gate, Ca. 4:30 pm. $5 post. 213/862-0229.

MX, Deadman's Point. Apple Valley, Ca. 10 am. $2 post, $2.50 non-members. $2 gate. 714/247-7473 eves.

MINIS, AMRA. Indian Dunes, Valencia, Ca. $2.50 post, $3 non-members. 10 am. 805/259-8000.

ENDURO, Lassen. 2nd Annual Diamondback. Wendel, Ca., 22 mi. E. of Susanville. Write: Box 1017, Susanville, Ca.

TRIALS, PNTA. Tiger Cyn., Walla Walla, Wash. Box 131, Weston, Ore. 97886.

EUROPEAN SCRAMBLES, SRA. Limed from Calif. City, Ca. Beginners, nov. only. Sign 6 am, camp. 714/735-4641, 213/370-8234.

ACA RR, Willow Springs, Ca. $8 mail (extra class/bike $1) 6/4, $15 post. 714/774-3222.

TUE.-FRI., JUNE 8-11

BAJA 500, Ensenada-to-Ensenada. $275. Entries close 5/20. NORRA, 1616 Victory Blvd., Suite 200, Glendale, Calif. 91201. 213/245-1033.

WEDNESDAY, JUNE 9

SPEEDWAY, SRA Kern Co. Frgnds, Bakersfield, Ca. 8:30 pm. Free parking program. 213/793-1158.

TROPHY PICK UP

Each listing $1.00 per week. Send to Cycle News, Box 498, Long Beach, Calif. 90801.

Trophies for Stump Jumpers M.C. M.X. at Elsinore Raceway may be picked up at Norm Reeves Honda, 906 N. Anaheim Blvd., Anaheim from 9-7 weekdays — Info: Clay (714) 778-6700.

FRIDAY, MAY 21, 1971
C.E.R.A. ENDURO II — Trophy presentation will be held on Friday, May 21st, at 8 p.m., at the "Family Hoffbrau", 6161 Lincoln Ave., Buena Park. (That's the weekend before the "Horn.") Trophy Donors: HOUSE OF SUZUKI, Fountain Valley; SUPER CHAIN; FAMILY HOFFBRAU.

KILL NOISE POLLUTION
Ride the CRA
SILENT MOTO-X
at Corona Raceway

Trophies
Merchandise
$ to Seniors
SAT. MAY 22

SILENCERS REQUIRED

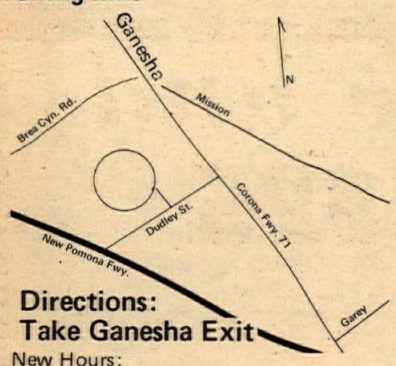
Fun Course
All classes
Entry $5.00

Sign-ups 7-9 am
Race time — 10 am

Off Riverside Freeway, take Pierce off-ramp to Buchanan

HARE & HOUND by Antelope Ramblers
May 23rd 10 am Start
Limed from Wagon Wheel on Hwy 14 to Red Rock Canyon area
$4.25 entry — 2 35-mile loops
'71 Finisher Pins AMA Dist. 37 Pts.
Last Hare & Hound for 17 weeks
For Information: (213) 894-8676

OSTEEN'S Bike Park in POMONA
Watch for huge expansion soon!
ride on 200 acres of rolling hills



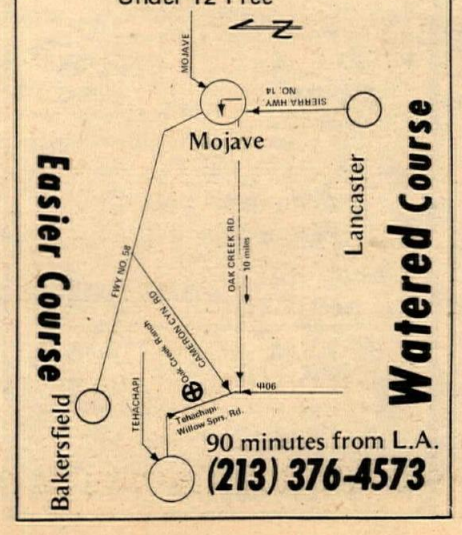
Directions:
Take Ganesha Exit
New Hours:
Open every day 8:00-5:30
Admission: $1.50 per motorcycle & Mini Cycle
$1.00 Per Mini Bike
.50 Per person +10% tax
for info.: write 610 Cherry St., Brea, Ca. 92621
Clubs & Promoters note: MX track available, contact: Paul Marshall (714) 529-3578.

395 CYCLE PARK — H.R.A. — MX RACES MAY 23
on Hwy 395 in Adelanto, Calif.
50% TROPHIES, Jrs. & Srs.
New members race in own class. Free morning coffee to riders.
hot food
cold beer
flush toilets
RACE 2.50
GATE 1.50
free overnight camping
bring wood
fires OK
NEW roller coaster COURSE
H.R.A. T-SHIRTS TO ALL ENTRIES
P.O. Box F.A., Westminster 92683

DEADMAN'S 250
(½ as big as Indy)
MAY 29 & 30
Both days: Gates open 7:30
Practice: 8-9:30
1st Race: 10 am
Saturday — all Junior day
50% Trophies
Sunday — Regular JR/SR Motocross
$100 Cash to each Senior Class
All Classes: 100, 125, 250, Open
Entry $2.50, admission $2.50
FREE OVERNIGHT CAMPING
Deadman's Point
Apple Valley, Calif.

Ride Silent... Run Wide.

May 23, 1971
MOTO X
AT
OAK CREEK RANCH
3 MOTO PROGRAM
100cc JR — Powder Puff
125/250/Open JR/SR
$SR., GOLD JR.
Practice 7:30-9:30
Race 10:00
Entry Fee $2.50
Admission $1.50
Under 12 Free



SRA
Suzuki Cyclone Series
European Scrambles
for Beginers & Novices
May 23 June 20
June 6 July 4
Limed from California City
20% Trophies & finisher pins.
Classes for over 35 & under 16
1st race at 9:00
Info: (213) 370-8234 or (714) 735-4641

Every Thursday Night
Motocross
under the lights
ASCOT PARK
Cash for Ex. — Trophies Inter. & Jr.
$5.00 post — CMC Lic. Req. — 3 Readable No. Plates
Gates open 4:30 p.m. — 1st Race 7:30
Entries close 6:30 PM
Gen. Add: $2.95
Jr. (12-17) 1.50
Kinds (8-12) .50
Under 8 Free
With this ad 50¢ discount
P.O. Box 1402, Costa Mesa 92626

DEALER & SERVICES DIRECTORY

For listing here write Cycle News, P.O. Box 498, Long Beach, Cal. 90801 or call (213) 427-7433 (ad dept.) Each individual listing $75.00 per year (50 issues).

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CB MOTORS – Bultaco sales. We svc. all makes. Villiers spares. Trail, street or sports: We fill the bill. Charlie Hockie & Bill Thorwaldson. 13537 Crenshaw Blvd., Hawthorne, Cal. (213) 679-6550.

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RESULTS

CMC MOTOCROSS
Saddleback Park
Irvine, Calif.
May 16, 1971 (P)
By John Shedd

500 EX.
R. Norgaard CZ
M. Nohr Mai
R. Roche Mai
S. Eredia Yam
J. Tadla Bul
100 JR'
M. Tyer Kaw
D. Carlson Yam
R. Bandy Hon
500 INT.
W. Burrell Mai
A. Anders Bul
G. Hughes CZ
500 JR. DIV. I
J. Van Dellen Hus
D. Cischo Mai
D. McKee Mai
500 JR. DIV. II
C. Ross CZ
S. Thompson Mai
B. Crawford Suz
250 EX.
M. Tripes Ric
M. Cram Mai
G. Harris CZ
250 INT.
R. Eierstedt Bul
B. Booth Mai
K. Ratzloff Mon
250 JR. DIV. I
M. Samuelson Mon
K. Graham Oss
M. Hunt CZ
250 JR. DIV. II
J. Harroitt CZ
W. Boyer CZ
D. Carlson CZ
250 JR' DIV. III
J. Grottola Mai
J. Eddo CZ
D. Kidder CZ

125 EX.
B. Urban Mai
J. Beauchamp DKW
Mike Garrett Pen
125 INT.
T. Croft A-E
P. Welsh Yam
R. Topham DKW
125 JR. DIV. I
C. Bower Pen
B. Pasley DKW
D. Menzimer Bul
125 JR. DIV. II
D. Donato DKW
S. Hinrich Pen
D. Wikenhauser Pen
125 JR. DIV. III
R. Boozell —

ACA MOTOCROSS
Carlsbad Raceway
Carlsbad, Calif.
May 16, 1971 (P)
By Richard Steck

100cc JR.
Bob McDowell Hod
Rick Nadeau Suz
Gary Tamietti Hod
100cc INTERMEDIATE
Bruce McDougal Yam
Bob Rowe Jr. Hod
125cc JR.
Rick Williams DKW
Bob Hansen Yam
Gary Blandin DKW
Paul Young Yam
George Smith Suz
Mike Gross Yam
Ken Hirchert Yam
Steven Morford Suz
250cc JR.
Mel Moore Mai
Bill Fletcher Mai
Greg Messick Mai
Robt. Just Hus
G. J. Dickson Mai
250cc INTER.
Morris Malone AJS
John Townsend Bul

Frank Rowe Oss
250cc SR.
Bruce Baron Ric
David Boystun Mai
125cc INTER.
Bill Jones Bul
Brad McKee Bul
125cc SR.Bruce Baron Ric
Rueben Benites Ric
David Boydstun —
Carl Cotton Bul
Dick Frampton Bul
500cc JR.
Bruce Fickling CZ
Don Mardon Hus
Phil Mailloux Hus
Rick Smith AJS
Terry Trachy CZ
Rick McCormick Hus
Brent Tuttle Hus
500cc INTER.
Rod Perry AJS
500cc SR.
Carl Cotton CZ
Jim Dahl Hus

CMC MOTOCROSS
Ascot Park
Gardena, Calif.
May 13, 1971 (P)
By Gary Schmythe

100 JR.
C. Howard Hod
R. Wilkson Kaw
S. Doornos Hon
125 JR.
P. Perkins Yam
R. Turner Hon
C. Mott Pen Pen
125 INT.
B. Henderson Yam
J. Volkman Bul
K. Cook Yam
125 EX.
J. Wright Ric
B. Baron Ric
M. Garrett Pen

250 JR.
M. Horstman CZ
E. Raits Oss
S. Garrabrant Bul
250 INT.
M. Causey Mai
A. Lund Bul
J. Peacock CZ
250 EX.
J. DeSoto Mai
D. Hockie Oss
B. Payne Hus
500 JR.
D. Causey Mai
M. Marsh Mai
J. Dykes Gre
500 INT.
R. Maxey Yam
M. Brown CZ
B. Lendl Mai
500 EX.
T. Hart Mai
J. DeSoto Mai
Bob Hosford Mai

TT SCRAMBLES
San Bernardino M.C.
395 Cycle Park
Adelanto, Calif.
May 16, 1971 (P)
By Chuck Long

50cc
Clair Hurley Suz
Gary Edge Suz
Rod Sexton Yam
100 NOV.
Steve Okuda Kaw
Craig Johnson Kaw
Jeff Coleman Kaw
100 AM.
Rickey Milwer Kaw
Mike Laney Hod
Joe Monohan Suz
100 EX.
Bob Morrison Kaw
Richard Sweaney Kaw
Bob Sanders Kaw
125 NOV.
Don Nichol Yam
Steve Okuda Yam
Gary Johnson —
125 AM/EX.
Earl Rocoff Yam
Scott Smith Yam
Richard Sweaney Kaw
175-200 AM/EX.
Danny Hockie Oss
Doug Yerkes Bul
Jamey Blunt Oss
250 NOV.
Nate Ezell Mon
Richard Trait Oss
Terry Stanford Bul
250 AM.
Chris Smith Mon
Dan White Bul
Joe Williams Bul
250 EX.
Tom White Bul
Danny Hockie Oss
Soctt Smith Yam
350 NOV AM/EX
Richard Marguis Kaw
Chris Smith Mon
Charles Gann —
500 NOV.
Bryan McMillan Yam
Dave Rich Mai
Wayne Lacovnte Bul
500 AM.
Dave Tudor Tri
Jack Dannenberg] Yam
Don Williams] tie Ric
Jerry Avdott Ric
500 EX.
Scott Smith Yam
Jeff Sexton Mai
Richard Gino Yam
OPEN NOV.
Daniel Harvey Nor
Jim Young Tri
Tom Heard BSA
OPEN AM/EX.
Bob Greenstreet Tri
Geo. Gillespie Yam
Alan Karschner Tri

AFM
Orange Co. Inter. Raceway
May 16, 1971

SIDECAR
D. Hummer/ R. Gulbransen H-D
R. Pridmore/ E. Caesar Nor
J. McNeal/ R. Crabb Hon

250 PROD.
Rod Murufas Oss
Dick Fuller Suz
Bill Bucka Suz
200 PROD.
John Alderson Suz
John Hewitt Yam
125 PROD.
Bill Callaway Yam
John Chermak Suz
650-1000 PROD.
Jack Simmons Nor
Bill Manley Nor
Reg Pridmore Nor
500 PROD.
Dick Kilgroe Kaw
Richard Koski Kaw
350 PRDO.
Al Barbic Yam
James Chen Hon
Tom Page Kaw
200 GP
George Miller Bri
John Hewitt Yam
John Alderson Suz
175 GP
Colin Jones Yam
125 GP
Steve Froschauer Yam
Roger Hagie Bul
Mike Slaughter Yam
100 GP
Mike Thomas Kaw
Norm Fraiso Hon
250 GP
Tom White Yam
Mike Summers Yam
Alan Thompson Yam
350 GP
Howard Lynggard Yam
John Weed Yam
George Roche Yam
500 GP
Hurley Wilvert Kaw
Dan Hanebrink Kaw
Steve Froschauer Kaw
OPEN GP
Reg Pridmore Nor
Erick Paloheimo Tri
Rod Schoenlank Hon
FUNNY BIKES
Dan Hanebrink Kaw
Kent Rockwell Tri
THUMPERS—500
John Serra BSA
THUMPERS—250
Rod Murufas Oss
Tom Milligan Duc

TROJAN SPEEDWAY
May 13, 1971
OFFICIAL
By Eddie Smith

100 TT
Bob Sanders Kaw
Don Wright Hon
Bob Byars Hon
125 TT
Tom Doty Hon
Bob Byers Hon
Bob Young Yam
250 TT
Chris Smith Mon
Mike Clark Bul
Mike Lund —
100 FLAT TRACK
Marvin Heensberger Kaw
Bob Sanders Kaw
Elbert Turner Hon
125 FLAT TRACK
Bob Sanders Yam
Tom Doty Hon
Dan Bousman Yam
250 FLAT TRACK
Chris Smith Mon
Mike Clarke Bul
Mike Lund —

SPEEDWAY
Bakersfield, Cal.
May 12, 1971
By Sportphoto

HANDICAP MAIN
Rick Woods
Steve Bast
Larry Shaw
SCRATCH MAIN
Steve Bast
Sonny Nutter
Dave Gifford
SECOND DIV. MAIN
Bill Williams
Rod Parsons
Mike Curuso
HANDICAP CON.
Gary Fishburn
Greg Haserot
Bruce Flanders

MOTHERS' DAY TT SCR.
Powder Puff Assn.
Perris, Calif.
May 9, 1971 (P)
By Kris Mitchell

50
Joe Monohan Suz
Ed Lawson Suz
Jeff Sexton Yam
100 NOV.
Mike DuBont Kaw
Craig Johnson Kaw
Chuck Fruchy Kaw
100 AM.
Jamey Blunt Kaw
Mike Laney Hod
Mark Revels Kaw
100 EX.
Rob Morrison Kaw
Jeff Sexton Kaw
Bob Sanders Kaw
100 NOV. CON.
William Smith Kaw
125 NOV.
Steve Okuda Yam
Art Castell Yam
Steve Young Yam
125 AM/EX.
Scott Smith Yam
Bob Sanders Kaw
Kay Kanaki Yam
175-200 NOV.
Frank Baldozier Bul
Richard Lizardo Bul
Dick Jenkins Bul
175-200 AM/EX.
Danny Hockie Oss
Jamey Blunt Oss
Chas. Soderstrom Bul
250 NOV.
Tom Stanford —
Richard Trait Oss
Ken Brester Bul
250 AM.
Dan White Bul
Chris Smith Mon
Jamey Blunt Oss
250 EX.
Tom White Bul
Steve Nichols Yam
Charles Gann Bul
250 PIE PLATE EX.
Dennis Carlson Bul
Mark Lassila Yam
Steve Hyder Bul
125 NOV. CON.
Al Basile Yam
350 NOV.
Ken Miller H-D
Bruce Prior H-D
Pete Guthrel Kaw
500 NOVICE
Taylor Sisco Mai
Brian McMillan Yam
Eddie Huddson Bul
350-500 AM.
Bruce Yoakam Hon
Skip Gallagher Yam
Jerry Aucutt Ric
350-500 EX.
Jeff Sexton Mai
Scott Smith Yam
Jim Connolly Gre
OPEN NOV.
Steve Donaher BSA
Tom Heard BSA
Harvey David Nor
OPEN AM.
Bob Greenstreet —
Willie Hockie Jr. Tri
George Gillespie Yam
OPEN EX.
Sandy Armstrong Tri
Steve Nichols Yam
Glen Brunson Tri

49er ENDURO
Polka Dots M.C.
April 25, 1971
Official

FIRST OVERALL
George Newsom DKW 40
CLASS A 125
George Newsom DKW 40
Paul Murphy Hod 54
Billy Fain DKW 59
Fred Sumrall DKW 70

CERA ENDURO II
Official

James T. Clark Suz A/L
Lyle Taylor H-D A/H
Dave Ekins H-D A/L
Dick Chase AJS A/H
Max Bubeck Hod A/T
Dick Young Yam A/L
Dale Eckhardt Hus A/L
Don Lewis Yam B/L
John Arnold Mai B/H
Dale Van Buren Yam B/H

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MAY 23

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Trail, 100cc, 125cc, 250cc, 500cc and Open.
(3 bikes make a class)

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Cans & P.A.
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General Admission $2.00
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Saddleback Park
(714) 639-5832

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Saddleback Park

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NEW TRAILS. About 40 more miles of new trails have been blazed. This is in addition to the familiar trails and the motocross course, scrambles course and mini-scrambles course.
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LOCATION. Newport Fwy. to Chapman Ave., east to Santiago Canyon Blvd., turn right 1½ miles to entrance opposite state fire station.

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90 MINUTES
TO L.A.

MRA MOTOCROSS
Carnegie Cycle Park
Livermore, Calif.
May 2, 1971 (P)
By Tim Meyer

125 SENIORS
Bob Haag Spr
Phil Jacobson Bul
Jim Dawson Yam
250 SENIORS
John DeSoto Mai
Tom Rapp Bul
James Cooke CZ

TEAM MOTOCROSS
Daroga Park
Orondo, Wash.
May 2, 1971

HVYWT. TEAMS
Mike Claphan-Mike Welch
Larry Bossen-John Wadkins
Tracy Lantz-Randy Limbeck
Bob Derry-Joe McKenzie
Skip Springer-Doug Osbourne
Mike Aholt-Doug Aiken
Bert Iller
Jerry Prey-Bill Lipscomb
Bob Dykes–Ron Burger
Ken Pierson-Lee Frost
LTWT.
Bob Canfield-Jim Noble
Doyle and Jim Fleming
Rick Tarver-Doug Parker
Mike McKenzie-Conan Work
Greg Zodrow-Jim Pettyman

HILLCLIMB
Yakima, Wash.
May 2, 1971
By Marjorie Rank

14 & UNDER
Jerry Rank DKW
Dick Griffin Yam
Rick Jones Yam
125cc CLASS
Steve Wood DKW
Jim Durham Yam
Ken Kennedy Pen
200cc CLASS
Gary Treat Bul
Bob Woodworth Bul
Joe Jump Yam
250cc CLASS
Bob Stumpf Bul
Bob Woodwroth Bul
Doug Rank Mai
400cc CLASS
Gene Rosentreter Suz
John Fiscus Mai
Glen Lowrie Mai
500cc CLASS
Bob Stumpf
OPEN CLASS
Jim Cummerfelt Tri
Ray Jump BSA

HRA MOTOCROSS
H.B.C.P.
May 2, 1971

100 NOVICE
Jack Riggi Hod
Jeff Jones –
Brian Justice Hod
125 NOV. A
Barry Porter Bul
Bill Blyth Pen
Rick Sappington Pen
125 NOV. B
Skip Porter Nul
Jack Riggi Hod
Jeff Koble Ric
350 NOV. A
Tom Gross CZ
Dave Decker CZ
Kirt Austin Yam
250 NOV. B
Dave O'Haver Oss
Eric Raits Oss
Craig Myers Yam
350 OPEN NOV.
Paul Mahnke Hus
Jeff Koble Mai
Danny McKee Mai
100-125 EXPert
Ray Lopez Suz
Mike Toulouse Yam
James Baldwin Bul
250 OPEN EXPERT
Terry Bilton Mai
Bill Barker Oss
John Siebrandt Gre

SHORT TRACK
Sacramento, Cal.
May 7, 1971
By Bill Spencer

HEAT 1 1:39:53
Ken Roberts Yam
Jim Rice BSA
Carlo Lucia Bul
HEAT 2 1:41:29
Bob Scally Bul
Jim Odom Yam
Gary Lozano Bul
HEAT 3 1:39:81
Al Kenyon Bul
Dick Mann BSA
Dave Hansen Tri
HEAT 4 1:43:89
Ron Landice Oss
Steve Pestoni Bul
Garry Hendricks Bul
CONSOLATION 2:53:08
Jim Crenshaw Bul
Tom Clark Yam
Pat McCaul Oss
SEMI 1 2:13:80
Ken Roberts Yam
Gary Lozano Bul
Bob Scally Bul
SEMI 2 2:13:44
Jim Odom Yam
Al Kenyon Bul
Jim Rice BSA

SCRAMBLES
Cyle Hills
Morgan Hill, Cal.
May 2, 1971
By Bill Spencer

100 NOV.
Mike Allen Kaw
Geo. Mancebo Kaw
Craig Rogers Kaw
100 JR.
Mike Seidel Kaw
Owen Golway Hod
Steve Langston Yam
125 NOV.
Matt Rohr Yam
Geo. Combs Yam
Danny Jenson Puc

175 NOV.
Kent Sterner Oss
Wayne Haines Yam
Neil Cloud Oss
200 NOV.
Jeff Hlebo Hon
Bob Marenghi Bul
Marc Benigno Bul
200 JR.
Rob McChesney Bul
John Dawson Bul
Steve Fredrickson Bul
250 NOV.
Scott Williams Yam
Ron Landice Oss
Mike Cochan Bul
250 JR.
Nick Nazzisi Bul
93t Bul
Randy Miller Bul
250 EX.
Jim Foley Yam
John Gennai Oss
Steve Foster Bul
350 NOV.
Craig Rodgers Kaw
Bill Darling Hon
Hector Cisneros Hon
350 JR.
Tom Seidel Hon
Roger Steyling Hon
Roger Newman Hon
500 NOV.
Ron Chalmers Mon
Dean Sullivan Suz
500 JR.
Jim Decker Mon
John Taylor Bul
Ron Leidig Yam
500 EX.
Vic Sloane Mon
Larry Frey Bul
Ivan Shigemasa Mon
650 NOV.
Charlie GRass Tri
Conrad Saxelby Tri
Adam Sabeora Tri
650 JR.
Henry Sanchez Tri
Roy Geddie BSA
Raul Sanchez Tri
650 EX.
Bill Landsborough BSA
Bob Boaz Tri
Steve Hernandez Tri

TT SCRAMBLES
Perris
May 8, 1971
By Elaine Jones

MINI-BIKE A
Donald Keeling Yam
Charles Shipley B&S
Ricky Jones Mav
MINI-BIKE B
David Jones Hon
Dorothy Frost Mav
Diane Petersen Tec
MINI-CYCLE I
Ricky Hart Yam
Mike Bruno Yam
Lee Petersen Yam
MINI-CYCLE II
Wayne Long Yam
Michael Jacobs Yam
R. Thomas Walker Yam
100cc NOV. DIV. I
Rex Hailey Bul
John Shipley Kaw
Steve Pergin Hod
100cc NOV. DIV. II
Lahn Barr Suz
Rick Hutchins H-D
Bill West Hon
100cc A/E
Mike Du Bont Kaw
Jamey Blunt Kaw
Wayne Whisenant Kaw
125cc NOV.
Mark Reichert Yam
Norman Blake Yam
Rex Hailey Bul
175-200cc
Jamey Blunt Oss
G. Bettencourt Bul
Jim Naiman Yam
250cc NOV. DIV. I
Steve Waller Bul
Frank Eggers Bul
Bill Hisey Yam
250cc NOV. DIV. II
Bob Bramlett Mon
Richard Trait Oss
Rick Hutchins Bul
250cc A/E
Dennis Creason Bul
Doug Mason Bul
Dan Carlton Oss
NOV. MOTO
Ken Miller H-D
Rick Bair Yam
Eddy Hudson Bul
A/E MOTO
Sandy Armstrong Tri
George Gillespie Yam
Bob Greenstreet Tri

PRO MOTOCROSS
Puyallup Raceway Park
Puyallup, Wash.
May 2, 1971
By John Francis

Dave Clift Bul
Jim Pomeroy Bul
Robert Cooper CZ
Doug Munson Hus
John Buchanan CZ
Richard Rogers –
Randy Skiver Bul
Bob Fievez –
Mike Welland Hus
Jim Lennstrom –
Hugh Fleming –

SCRAMBLES
Brush Prairie, Wash.
May 9, 1971
By N. A. Williams

MINI BIKE MX
Mike Thompson Yam
Allan Walker Yam
Julie Watters Hon
100cc TROPHY DASH
Rupert Dykstra Kaw
A MAIN
Kevin Holland Kaw
Robby Gore Yam
Jim Curtis Kaw
B MAIN
Steve McCabe Kaw
Bob Block Kaw
C MAIN
Dean Sykes Kaw
200cc TROPHY DASH
Rex Rigby Kaw

A MAIN
Jim Curtis Bul
Rex Rigby Kaw
Dave Ditter Yam
B MAIN
Don Dodge Kaw
Gary Noren Yam
C MAIN
Don Faber Bul
250cc TROPHY DASH
Dave Ditter Yam
A MAIN
Dave Ditter Yam
Robby Ohge Mon
Gerry Gilles Kaw
B MAIN
Jim Walden Yam
Dominic Sherman Yam
C MAIN
Steve McCabe Kaw
500cc MX
Jay Lacey Tri
Don Dodge Kaw
Scott Mosteller Bul
OPEN MX
Henry Schram Tri
Milt Fridley Tri
Bob Kaseweter BSA

SCRAMBLES
Oregon Sidewinders
Clackamas, Ore.
May 8, 1971
By N. A. Williams

100cc BEGINNERS
Doug Ringer Hon
Jeff Celorie Kaw
Alan Walker Yam
100cc TROPHY DASH
Rupert Dykstra Kaw
A MAIN
Rupert Dykstra Kaw
Ricky Graves Kaw
Bill Ehrens Kaw
B MAIN
Steve David Kaw
Bob Block Kaw
200cc TROPHY DASH
Jim Curtis Bul
A MAIN
Ron Denny Bul
Don Dodge Kaw
Jim Curtis Bul
B MAIN
Mickey Pfeifer Kaw
Wayne Thumler Bul
250cc TROPHY DASH
Robby Ohge Mon
A MAIN
Robby Ohge Mon
Neal Hulet Hon
Frank Short Suz
B MAIN
Ron Denny Bul
Bill Ehrens Kaw
500cc TROPHY DASH
Don Dodge Kaw
A MAIN
Don Dodge Kaw
Doc Harmon Kaw
Jay Lacey Tri
B MAIN
JOhn Donaca Tri
Howard Bushman BSA
OPEN CLASS T.D.
Ed Richardson Tri
A MAIN
Jerry Lambert Tri
Ed Richardson Tri
Allen Morinville Tri
B MAIN
Milt Fridley –
Jim Ding Tri

HIGH POINTS
La Grange, Cal.
By Loretta Davidson

powder puff
ginger Burrola Bul
100 NOV.
Rodney Halstead Hod
125 NOV.
Don Shipley Bul
100 JRs.
Ted Davidson Hod
125 JR.
Joel Krick Bul
125 EXP.
Neil MacDannald Mon
175 NOV.
John Furtado Kaw
200 NOV.
Jack Capp Bul
250 NOV.
Paul Kildal Oss
250 JR.
Garry Trammel Yam
250 EX.
Neil MacDannald Mon
500 NOV.
Jim Dunnagan Mon
500 JR.
Duane Bowling Yam
OPEN EX.
Roy Winters BSA

TT SCRAMBLES
Sprockets M.C.
Bakersfield, Cal.
May 2, 1971
By Jack Light

50 NOV.
Rod Salmon Suz
Joey Rosebury Yam
Darren Conklin Suz
50 AM.
Kirby Shropshire Suz
Mike Leming Yam
Brian Hurst Suz
100 NOV.
Dane Evans Kaw
Tony Alberti Suz
Jeffrey Gruber Suz
100 AM/EX.
Jack Jones Suz
Greg Henson Kaw
Don Andreatta Hod
125 NOV.
Melvin Walker Yam
Paul Cates Yam
Roger Garcia Bul
125 AM.
Ryan Gifford Yam
Rod Pires Yam
Buck Horton Yam
125 EX.
Darrell Smith Yam
Kyle Lessley Yam
Bruce Baseman Bul
200 NOV.
Stan Sanderson Bri
Steve Gray Kaw
Frank Potter Yam
200 AM.
Terry Dixon Bri
Jerry Lessley Bul
Jerry Williamson Bul

250 NOV.
Fred Wells Yam
Don McCoy Bul
Andy Thickstun Hus
250 AM.
Russ Barnett Bul
Randy Griffith Oss
Dennis Lyons Bul
250 EX.
Tracy Bright Bul
Jim Keener Bul
Joe Brown Yam
500 NOV.
Rick Mears Hus
Bill Payne Mai
Randy Grafner Kaw
500 AM.
Jerry Langley Mon
Bob Young Mon
Lyle Moore Bul
500 EZ.
Jack Jones Suz
Ron Keener Yam
Harvey Baker Mai
OPEN NOV/AM.
Bud Wall Tri
Ray Comer Tri
Tom Lynch Tri
OPEN EXPERT
Rick Newby Tri
Carroll Jackson Tri
Jeff Johnson Tri
John Scantlin H-D

PRO TT
Oregon Sidewinders
Clackamas, Ore.
May 7, 1971
By N.A. Williams

EXPERT TROPHY DASH
Ike Reed Tri
Sonny Burres Tri
Bill Elder Tri
EXPERT MAIN
Chuck Joyner Tri
Jimmie Smith Tri
Jimmy Jones Tri
JR. TROPHY DASH
Al Brakenburry Tri
Al Perella Nor
Chuck Voss Tri
JUNIOR MAIN
Randy Scott Tri
Al Perella Nor
Chuck Voss Tri
NOV. TROPHY DASH
Steve Baker Yam
Charles Kestin Suz
Mike Thompson Yam
NOVICE MAIN
Steve Baker Yam
Frederick Siegel Yam
Charles Kestin Suz

PNTA TRIALS
Can-Am Challenge
Seattle, Wash.
April 18, 1971

OVERALL
Kelvin Marshall 11
EXPERT
Mickey Oliver 27
Danny Amon 29
Ted Berry 31-22
Tom Hines 31-16
Bill Langeberg 32
Ronald Haxby 4014
Charles Bethards 40-14
Mike Brown 44
Keith Windham 49
AMATEUR 250
Daniel Smith 22
Del Orser 34
Dave Gumm 44
Bob Strode 45
Thomas Holway 48
AMATEUR 125
Greg Kelly 31
Max Wells 33
Joe Guglielmelle 34
Bill Norton 55
NOVICE 250
Dave McCallum 18
Bryan Haasch 24-12
Tel Kveven 24-7
Les Cunnington 24-6
Bill Thompson 26
NOVICE 125
Rick Saager* 17
Norm Payne 25
Tom Hebert 30
Daryl Haasch 31
Ed Rust 40
*Moved to Amateur

TT SCRAMBLES
La Grange, Cal.
May 9, 1971
By Loretta Davidson

POWDER PUFF
Ginger Burrola Bul
Ginger Burrola Bri
100 NOVCIE
Rod Halstead Hod
Steve DeVault Kaw
David Nelson Hod
125 NOVICE
Don Shipley Bul
Mark Asbill Yam
Jim Wright Yam
125 JUNIOR
Joel Krick Bul
Henry Leslie DKW
125 EXPERT
Jeff Davidson Pen
Randy Lackey Puc
175 NOVICE
JOhn Furtado Kaw
Bud Weaver Oss
Richard Bonander Hon
200 NOVICE
Ronald Kole Bul
Jack Capp Bul
John Reed Bul
250 NOVICE
Dudley Lenhart CZ
Paul Kildal Oss
Steve Andrade Mon
250 JUNIOR
Joel Krick Bul
Jim Osgood Hus
250 EXPERT
Neil MacDannald Mon
Ray Huff Bul
Jeff Davidson Oss
500 NOVICE
Jim Dunnagan Mon
Doyle Jester Mai
Oscar Booth BSA
500 JUNIOR
Duane Bowling Yam
Larry Dunnagan Mon
Terry West Mon
OPEN EXPERT
Roy Winters BSA
Ray Huff Bul

TT SCRAMBLES
Vallejo Speedway
Vallejo, Calif.
May 7, 1971
By James Brammer
(Unofficial)

100cc NOV. FINAL
Rodney Halstead Hod
Bill Wilson Kaw
Gregg Leopold Yam
125cc NOV. FINAL
Bill Smith Car
Bob Jensen Bul
175cc NOV. FINAL
Kelvin Deerner Bul
Eddie Jacques Hon
Mark Dunaway Ric
200cc NOV. FINAL
Jerry Kole Bul
Mike Forige Bul
250cc NOV. FINAL A
Louis Egan Bul
Olen Stillwell Bul
250cc NOV. FINAL B
George Salomon Mon
John McIllmoyle Bul
Steven Whitney Bul
350cc NOV. FINAL
MIke Marzetta Hon
Patrick Walker Bul
Tom Olson Hon
500cc NOV. FINAL
Steve Shaw Mon
Dorin Masse Yam
Ernest Vick Mai
125cc AM. FINAL
Tim Whelland Bul
Leon Guloro Sac
200cc AM. FINAL
PHil Carando Bul
Jerry Bohon Bul
Dale Stetler Bul
250cc AM. FINAL
John Redmond Bul
Bob Doran CZ
350cc AM. FINAL
James Haribauer Kaw
Bill Manly Bul
Greig Fambrini Hon
500cc AMATEUR FINAL
JOhn Taylor Bul
Richard Anderson Tri
650cc AM. FINAL
Rog Meade Tri
Ron Orr BSA BSA
Dave Frediani Tri
125cc EXPERT FINAL
Rick Hocking –
Butch Yam
Larry Drew –
250cc EX. FINAL
JOhn Gennai Bul
Jim Foley Yam
Bill Trumbull –
500cc EX. FINAL
Jim Foley Yam
Vern Tranberg Hon
John Hall Hon

HRA MOTOCROSS
395 Cycle Park
Adelanto, Calif.
May 9, 1971

100 NOV.
Jack Riggi H-D
David Fletcher
Chris Rose
125 NOV.
Vaon Peterson
Howard Meyer
Galen Willardson
250 NOV.
George Spellman Oss
Randall Martin
Mike Aston
William Stick
Randy Fredrickson
OPEN NOV.
Jack Boone
Bob Nelson
Jim Pool

HARE SCRAMBLES
Los Ancianos M.C.
Ocotillo Wells, Cal.
May 2, 1971
By Bob Grant

Mickey Quade Op Ex Hus
Don McCarly Op Ex Suz
Ken Renick Op Ex Hus
Tom Brown Op Ex Hus
H.L. Gunn Op Ex Hus
Mike Harper 250 Ex Bul
Randy Hodges Op Ex Hus
J. Wolfe 250 Ex Mon
R. Key Op Ex Mai
Kim Gifford Op Ex Hus
John McDonald 100 Nov Kaw
Scott King Op Ex Mon
Steve Stallings Op Ex Hus
Bob Niles 250 Ex CZ
J. Vissat Op Nov Hus

HARE & HOUND
Spokebenders M.C.
May 16, 1971
By Dick Wright
UNOFFICIAL

Bill Saltzman 500 Ex Hus
Wes Anderson Jr. 250 Ex Bul
Gene Smith 650 Ex Tri
Jon Thomas 650 Ex Tri
Arvie Blackstone 500 Am Yam
George Walker 500 Ex Kaw
Bruce Dunford 500 Ex Hus
Tom Muto 500 Ex Hus
Ken Buckspan 125 Ex Bul
Ken Weston 500 Am Mai
Eric Jensen 125 Ex DKW
Bill Bogner 500 Ex CZ
Dave Lewis 250 Ex Kaw
Morris Norman 500 Ex Hus
Dick Miller 250 Ex Hus
Dick Kendall 500 Am –
Allen Lund 125 Am DKW
100cc
Larry Roesler 100 Ex H-D
Mitch Mayes 100 Ex H-D
Jim Summers 100 Ex H-D
Ed Scheidler 100 Ex Hod
Jack Froelich 100 Ex Hod
Doug Winchell 100 Am Bul
Bob Haynes 100 Am Hod
NOVICE
Mark Wright 500 N Hus
Gary Dellupitte 250 N Oss
Butch Nelson 250 N Yam
Phil Dawson 250 N Yam

HRA TT
Huntington Beach Cycle Park
H.B., Calif.
May 9, 1971

100 NOV.
James Stewart Kaw
Richard Drake Kaw
Steve Gelake Suz
125 NOV.
Gary Kauffeld Yam
Mike Murphy Yam
Vern Maxwell Bul
250 NOV.
Bob Gonzales Mon
Rodney Parsons Bul
Mike Perez Yam
350 OPEN NOV.
John Calicchio Yam
Nate Ezell Mon
Mike Yorba Bul
100 EX.
Dennis Briggs Kaw
Wes Drennam Kaw
Mike Perez Suz
125 EX.
Dennis Briggs Kaw
Doug Westly Kaw
Mike Murphy Yam
250 EX.
David Lujan Mon
Jeff Cesmat Bul
Bob Gonzales Mon
350 OPEN EX.
Ron Kauseman Tri
David Lujan Tri
Dave Tudor Tri
SWEEPSTAKES
Dennis Briggs Kaw
David Lujan Mon
John Calicchio Yam

MOTOCROSS
Sod Busters M.C.
Dehesa, Calif.
May 9, 1971 (P)
By Allen Greenwood
Unofficial

100 NOVICE
Rolland Gillmer Hod
Danny Witt Hon
Gary Edwards Hod
125 A NOV.
John Hernandez Yam
Marlin Redden Yam
Max Dutton Yam
125 B NOV.
John Bartley Suz
Chris Grodzicki Bul
Ken McCarty DKW
175 NOV.
Richard Smith Yam
Clifford Matlock Yam
Steve Parsons Yam
250 A NOV.
Torbert CZ
Tim Darsey CZ
Jose Casillas Bul
250 B NOV.
Dennis Russell CZ
Timmy Hudson Hus
Mike Whitlock CZ
OPEN NOV.
Charles M. Collins CZ
G. R. Corbin Mai
Ralph Arehart Mai
POWDER PUFF
Rhonda Hollenbeck Mai
Carol Gooding Ric
Gretchen Climes Yam
125 EX.
Eric Crippa DKW
Murray Hoffman DKW
Jeff Foland Yam
250 A EX.
Bob Kellog CZ
Dave Johnson Yam
Don Hrton Mai
250 B EX.
Gary Johnson AJS
James Matthes Yam
Chris Richard Hus
OPEN EX.
Bill Silverthorn Hus
Lars Larson Hus
Curt Smith CZ

HALF-MILE
San Jose, Cal.
May 16, 1971
By Bill Spencer

15 LAP MAIN 6:52:74
Jim Rice BSA
Al Kenyon BSA
Gene Romero Tri
Cal Rayborn H-D
Mark Brelsford H-D
Dave Hansen Tri
Ed Mulder Tri

Sonny Burres Tri
Jim Odom Yam
Ron Kruseman Tri
Dick Mann BSA
Dave Smith Tri
JR. MAIN 4:32:92
Gary Scott Tri
Ken Roberts Yam
Carrol Johnson Tri
Joe Henry Tri
Greg Hodges Tri
NOV. MAIN 3:51:34
Scott Brelsford Yam
Tom Gordon Bul
Ivan Shigemasa Mon
Chuck Andrews Yam

TT & SHORT TRACK
Ascot Park
Gardena, Calif.
May 14, 1971

SHORT TRACK
HEAT WINNERS
Gary Scott Bul
Scott Brelsford Yam
Dallas Baker Oss
Steve Nichols Yam
SEMI
Gary Scott Bul
Frank Gillespie Oss
10 LAP FINAL
Gary Scott Bul
Scott Brelsford Yam
Frank Gillespie Oss
Steve Nichols Yam
Gene Romero Tri
Dave Aldana BSA
Dallas Baker Oss
Gary Caldwell Bul
10 LAP JR. TT
Rick Newby Tri
Gary Scott Tri
Steve Ellsworth Tri
Tom Clark Tri
Al Baker Tri
Terry Morairty Tri
Stu Posey Tri
Ron Moore Tri
Bob Ledford Tri
Tim Wolf Tri
10 LAP EX. TT
Eddie Mulder Tri
Gene Romero Tri
Skip Van Leeuwen Tri
Mike Haney Tri
John Hateley Tri
Terry Dorsch Tri
Don Emde BSA
Don Dudek Tri
Dave Aldana BSA
Ralph White Tri
Keith Mashburn Yam
Dallas BAker BSA

SPEEDWAY
Orange Co. Fairgrounds
Costa Mesa, Cal.
May 14, 1971 (P)
By Dennis Greene

FEATURE MATCH RACE
Bill Cody Eso
Rick Woods Eso
DIVISION II MAIN
Ed Williams Eso
Butch Fishburn Eso
Nick Nicolaides JAP
Jim Doron Eso
Ruben Benites Eso
Sumner McKnight Eso
HANDICAP CON.
Greg Haserot Eso
Mike Konle Eso
Chuck Hatcher Eso
Gus Lauer Eso
Steve Scott JAP
Norm Elledge Eso
HANDICAP MAIN
Bruce Haserot Eso
Larry Shaw Eso
Rick Woods Eso
John Fisburn Eso
Bill Cody Eso
Scott Autrey Eso
SCRATCH CON.
Sonny Nutter Eso
Stu Morley Eso
Bill Cody Eso
Mick Bast Eso
SCRATCH MAIN
Larry Shaw Eso
Steve Bast Eso
Mike Konle Eso
Rick Woods Eso

SRA EUROPEAN SCR.
Suzuki Series
California City, Calif.
May 9, 1971 (P)

250 NOV.
Ronald Roberts Oss
Wade Roh Bul
R. Schubert Oss
175 NOV.
D. Wallingsford A-E

100cc BGNR Under 16
Ron Capadagli H-D
Bob Rutten Hod
Tom Brown Hon
125cc BGNR Under 16
Reggie Rassdale Yam
Ed Pertierra Pen
Terry Rauh Yam
POWDER PUFF
Cindy Naymola Hod
Anita Dice DKW
Pat Stuebner Yam
OPEN NOV.
Mark Granger CZ
Layman Gattis Hus
Mike Romp Gre
250 BEGINNER
Lee Bassler Hus
Billy Gray Bul
Jeff Johnson Bul
100 NOVICE
Dave Fischer Kaw
Rocky Morrison Hod
Tom Bragdon Yam
125 NOVICE
Don Wallingford A-E
Jack Hawk A-E
Dave Simpson Yam
100cc BGNR Over 15
Frank Wilsford Hod
Billye Hawkins Hod
Bob McDowell Hod
125 BGNR Over 15
Fred Delbridge Yam
Ron Ammerman Yam
Steve Bealer Yam
175 BEGINNERS
Nicky Simmons Yam
J. Minder Yam
D. Bergmann Yam
OPEN BEGINNERS
Jay Settanni Yam
Brian Hodgson Hus
Steve Wilbur Bul

ACA ROAD RACE
Carlsbad Raceway
Carlsbad, Calif.
May 16, 1971 (P)
By Richard Steck

JR. GP CLASSES
50cc
Stan Warner Ita
125cc
Al Sloçum Yam
Charles Oyagi Suz
175cc
Bruce Martin Bri
John Morton Bri
Peter Kushdilian Bri
200
Bob Speier Suz
Wes Cooley Gre
Carl Murray Suz
250cc
Bob Speier Suz
350cc
Wes Cooley Suz
Dale McCreary Yam
Lory Johnson Kaw
500cc
Tom Arnold Suz
SR. GP CLASSES
Don Wicks Vam
Ed Kelly Vam
Jim Haberlin Bri
100cc
Jeff Sperry Hod
Rod Brierley Kaw
125cc
Phil Thompson Yam
175cc
James McWorthy Bri
Frank Smith Bul
200cc
Jim Damron Suz
Dick Pearce Gre
250cc
Dave Damron Yam
Jeff Sperry R-E
Dick Pearce Kaw
500cc
Marty Lunde Kaw
OPEN
Rick Cassetta P-N
PRODUCTION CLASSES
50cc
Lonny Singer Ita
Stan Warner Ital
125cc
Phil Thompson Yam
Charles Oyagi Suz
Bruce Kochsmeier Yam
175cc
Bruce Martin Bri
James McWorthy Bri
John Morton Bri
200cc
Frank Smith Bul
250cc
Bob Speier Suz
Wes Cooley Kaw
Jim Damron Suz
350cc
Dale McCreary Yam
Lory Johnson Kaw
Dick Pearce Suz

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MOTO GUZZI

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1969 CZ 250. Excellent condition, Trial, $300.00. Drafted. (213) 633-3692.

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'67 GREEVES 250, Cerianis, $350.00 Firm. Hodaka minibike, $150.00. (714) 543-5739.

QUACK!! QUACK!! Who pecks at the competition, flies down hills, never quacks up, and may spot you? Wallis Weatherwax of Desert Ducks M.C. Quack!! Quack!!

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'70 KAWASAKI GREENSTREAK Jr. (100cc). Excellent condition, extras. $350 Firm. Call (213) 598-1160 after 3 p.m.

'70 SACHS WITH TWO top ends, 100cc-125cc. Filtron, new bars and controls, recent bore on both barrels, $495.00. '68 Sachs 80cc all or part. (714) 762-5838.

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A.J.S. MATCHLESS, dirt, 500 single, $275. 650 Twin, $375 or trade for G-85. '68 Victor, ported, Bates seat, 7" travel forks, dirt street, $575. Velocette Thruxton, $850. Wards 250 Scrambler, $225. (213) 346-4752.

YAMAHA DT-1 322cc ENDURO
1969 Torque and horsepower, desert ready, Konis, 30mm carb, Torque pipe, Filtron, etc. Stock stuff included, $550.00. (213) 962-5278.

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FOR SALE: 1971 Bultaco 125 Sherpa T. 3 weeks old, $700 firm. (213) OS 5-1922.

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AMA MEMBERS:
vote for the emblem of your choice-

As reported in the May issue of AMA News, members of the American Motorcycle Association have been invited to vote on the emblem of their choice. If you are an AMA member, please send in the ballot below indicating your choice. Please note that the colors are important to the final concept.

If you are not an AMA member and would like more information, please write to Box 231, Worthington, Ohio 43085.

A. Award winning design with central triskele in red, white and blue.

B. Traditional design with central triskele in red, white and blue.

C. Traditional design with central triskele in red, green and yellow.

Mail this Ballot to:
THE AMERICAN MOTORCYCLE ASSOCIATION
P.O. Box 231, Worthington, Ohio 43085

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WANTED: Cases for 1964 Triumph T500 or basket case engine. (213) 335-4762.

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'67 441 VICTOR, street equip., new trials, chain, fresh engine, Ceranis front & rear, extra barrel and gearing, Filtron. $500.00 or best offer. (213) 671-1556.

'69 SACHS 125 Motocross. Porting and numerous other modifications, splendid cond., $400.00. (213) 446-5515.

'70 YAMAHA 250 Enduro. All stock, $550. (805) 498-1734 Newbury Park.

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Ceriani forks, Akront front & rear. Rebuilt top to bottom, fiberglass tank, runs good. $350 or best offer. (714) 828-6888.

'70 CZ 250cc. Many extras, $675.00. Lotus formula car and trailer, $2300.00. (213) 941-3958.

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1968 KAWASAKI Greenstreak 238cc. Excellent condition, engine completely rebuilt, extras, $475.00. (213) 943-1254.

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BSA, 1968, 440, excellent mechanical cond., gleaming clean, asking $575. (213) 457-7369.

'69 SACHS — M-X pegs, straight bars, first over, bore, $350.00 firm. Also Harley 125cc set up for dirt, needs some work, $100.00. Hodaka Mini-Trail minus crown & bars, engine in exlnt. cond., $75.00. (213) 679-1234 ask for Mark.

HONDA, 1970, CB450 — Disc front brake, excel. cond., $750.00. (714) 827-0745.

1969 YAMAHA enduro 175, $450.00. (213) 379-4475.

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'71 C.Z. 360. 3 mos. new, Filtron, folding pegs, spare parts. Also T.H. LEATHERS w 31, J.R. boots 9½, Bell Star 7-1/8. Days (213) 788-9453, eves. (213) 345-3958. Best offer for all or part.

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Fork brace, $5. Pacer head, $20. High pipes, $15. Stock pipe, $10. Pacer Filter, $8. Sprockets, $2. Tank, $15, more. (213) 241-5345.

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CLEAN '70 GREEVES 250, Springer front, Filtron, $400. (714) 496-9277.

'70 OSSA STILETTO. Super fast, Curnutts, 2 sprockets, Filtron, $575.00. (213) 781-0744.

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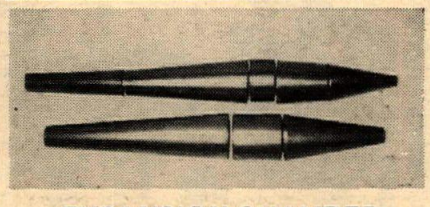

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